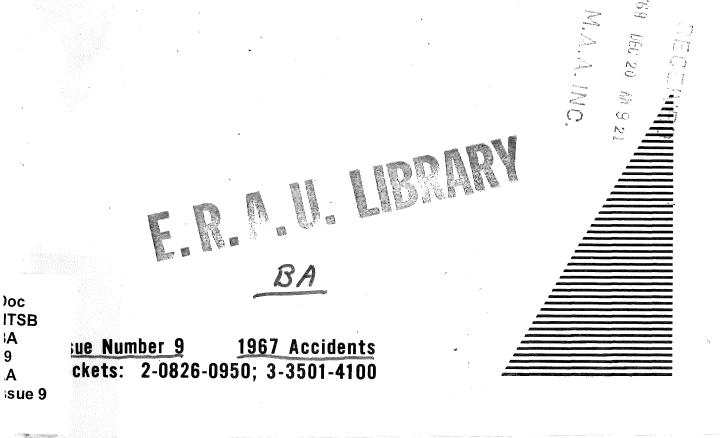
VF - AERONAUTICS Accidents

Doc NTSB BA 69 AA Issue 9

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

# BRIEFS OF ACCIDENTS U.S. CIVIL AVIATION



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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  $15\phi$  per page for printed matter and  $90\phi$  per page for photographs, plus postage. (Minimum Charge \$1.00).

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-i-

# TABLE OF CONTENTS

| Foreword                                      | Page<br>i  |
|---|------------|
| Table of Contents                             | ii         |
| Explanatory Notes.                            | <b>iii</b> |
| Abbreviations                                 |            |
|   | iv         |
| U. S. General Aviation                        |            |
| Statistical Tables                            | _          |
| Type of Aircraft vs. Conditions of Light      | I          |
| Kind of Flying by Pilot Certificate           | II         |
| Kind of Flying by Injury Index                | IV         |
| Type of Accident (First) by Injury Index      | VI         |
| Type of Accident (First) by Aircraft Damage   | VIII       |
| Type of Accident (First) by Pilot Certificate | X          |
| Phase of Operation (First) by Injury Index    | XII        |
| Injuries - All Accidents                      | VIX        |
| Injuries - Small Fixed Wing Aircraft          | XV ·       |
| Injuries - Rotorcraft                         | XVI        |
| Injuries - Large Fixed Wing Aircraft          | XVII       |
| Injuries - Instructional Flying               | XVIII      |
| Injuries - Pleasure Flying                    | XIX        |
| Injuries - Business Flying                    | XX         |
| Injuries - Corporate/Executive Flying         | XXI        |
| Injuries - Aerial Application                 | XXII       |
| Injuries - Air Taxi-Passenger/Cargo           | XXIII      |
| Injuries - Overshoot                          | XXIV       |
| Injuries - Undershoot                         | XXV        |
| Injuries - Collision with Object              | XXVI       |
| Injuries - Stall/Spin/Spiral                  | XXVII      |
| Cause and Related Factors                     | XXVIII     |
| Briefs of Accidents                           |            |
| · · · · · · · · · · · · · · · · · · ·         | TOO=T200   |

### 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 <u>sequence</u> 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 <u>Cause</u> will exceed the total number of accidents. The term <u>Factor</u> 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<br>AERIAL APPLICATION<br>AIR SHOW/AIR RACING<br>AIR TAXI - CARGO OPERATIONS<br>AIR TAXI - PASSENGER OPERATIONS<br>ASSOCIATED FIRE CONTROL ACTIVITIES<br>NONSCHEDULED/CHARTER REVENUE CARGO - DOMESTIC<br>NONSCHEDULED/CHARTER REVENUE CARGO - INTERNATIONAL<br>SCHEDULED DOMESTIC CARGO SERVICE<br>SCHEDULED DOMESTIC CARGO SERVICE<br>CONSTRUCTION WORK<br>CORPORATE/EXECUTIVE<br>CREW<br>CONTRACT CHARTER - CARGO - DOMESTIC<br>CONTRACT CHARTER - CARGO - INTERNATIONAL<br>CONTRACT CHARTER - CARGO - INTERNATIONAL<br>CONTRACT CHARTER - PASSENGER - DOMESTIC<br>CONTRACT CHARTER - PASSENGER - INTERNATIONAL<br>AERIAL MAPPING PHOTOGRAPHY<br>MILITARY CONTRACT - CARGO - INTERNATIONAL<br>AERIAL MAPPING PHOTOGRAPHY<br>MILITARY CONTRACT - CARGO - INTERNATIONAL<br>MILITARY CONTRACT - PASSENGER<br>MILITARY CONTRACT - PASSENGER<br>MILITARY CONTRACT - PASSENGER - INTERNATIONAL<br>MILITARY CONTRACT - PASSENGER - INTERNATIONAL<br>NONSCHEDULED/CHARTER REVENUE CARGO - INTRA-STATE CARRIER<br>NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE CARRIER<br>OTHER AIRCRAFT AND GROUND<br>ALL OTHER FUBLIC FLYING<br>DADACUMER JUME |
|---|--|
| 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 CUNTROL ACTIVITIES   |
| CARGO NS-D  | NONSCHEDULED/CHARTER REVENUE CARGO - DOMESTIC  |
| CARGO NS-I  | NONSCHEDULED/CHARTER REVENUE CARGO - DOMESTIC<br>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  |
| OT-<br>OTHER PUBLIC<br>PARAJUMP<br>PASSG NS-D<br>PASSG NS-I<br>PASSG S-D<br>PASSG S-I     | PARACHUTE JUMP   |
| PASSG NS-D  | NONSCHEDULED/CHARTER REVENUE PASSENGER - DOMESTIC  |
| PASSG NS-I  | NONSCHEDULED/CHARTER REVENUE PASSENGER - INTERNATIONAL   |
| PASSG NS-I<br>PASSG S-D<br>PASSG S-I<br>PX-<br>SCHED CARGO SRV<br>SCHED PASSG SRV<br>TIME | 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  |
|   | LOCAL STANDARD TIME OF ACCIDENT  |
| WBP<br>FSP  | WEATHER BUREAU PERSONNEL   |
| TOT   | FLIGHT SERVICE PERSONNEL   |

# <u>U. S.</u>

<u>GENERAL</u> AVIATION

# SECTION

# TYPE OF AIRCRAFT AND CONDITIONS OF LIGHT

CONDITIONS OF LIGHT

| TYPE OF AIRCRAFT | 04 | WH OAT | JCH1 DUSY | - TWILLO | AT DAP | AT UNING REPORT | RECORDS | ACCIDENTS |
|------------------|----|--------|-----------|----------|--------|-----------------|---------|-----------|
| FIXED-WING       | 5  | 579    | 27        | 80       | 3      | .10             | 704     | 700       |
| ROTORCRAFT       | 1  | 11     |           | 3        |        |                 | 15      | 15        |
| GLIDER           |    | 6      |           |          |        |                 | 6       | 6         |
| BALLOON          |    |        |           |          |        |                 |         |           |
| BLIMP            |    |        |           |          |        |                 |         |           |
| DIRIGIBLE        |    |        |           |          |        |                 |         |           |
| ROCKET           |    |        |           |          |        |                 |         |           |
| CONVERTIPLANÊ    |    |        |           |          |        |                 |         |           |
| GYROPLANE        |    | 4      |           |          |        |                 | 4       | 4         |
| OTHER            |    |        |           |          |        |                 |         |           |
|                  |    |        |           |          |        |                 |         |           |
| RECORDS          | 6  | 600    | 27        | 83       | 3      | 10              | 729     |           |
| ACCIDENTS        | 6  | 597    | 27        | 82       | 3      | 10              |         | 725       |
|                  |    |        |           |          |        |                 |         |           |

PAGE I

### KIND OF FLYING BY PILOT CERTIFICATE



RECORDS ACCIDENTS

KIND OF FLYING

| INSTRUCTIONAL                 |    |     |    |   |    |   |   |   |     |     |
|-------------------------------|----|-----|----|---|----|---|---|---|-----|-----|
| DUAL                          |    |     | 2  |   | 35 | 1 |   |   | 38  | 37  |
| SOLO                          | 39 | 1   |    |   |    |   |   |   | 40  | 40  |
| CHECK                         | 1  | 1   |    |   |    |   |   |   | 2   | 2   |
| TRAINING                      | 77 | 1   | 2  |   |    |   | 2 | 1 | 83  | 83  |
| NONC OMMERC I AL              |    |     |    |   |    |   |   |   |     |     |
| PLEASURE                      | 15 | 249 | 57 | 4 | 12 |   | 4 |   | 341 | 341 |
| PRACTICE                      | 2  | 6   | 2  |   | 2  |   |   |   | 12  | 12  |
| BUSINESS                      | 5  | 80  | 26 |   | 5  |   |   |   | 116 | 116 |
| CORPORATE/EXECUTIVE           |    |     | 3  | 1 | 1  |   |   |   | 5   | 5   |
| AERIAL SURVEY                 |    | 1   | 1  |   |    |   |   |   | 2   | 2   |
| COMPANY FLIGHT                |    |     |    |   |    |   |   |   |     |     |
| OTHER                         |    |     |    |   |    |   |   |   |     |     |
| COMMERCIAL                    |    |     |    |   |    |   |   |   |     |     |
| AERIAL APPLICATION            |    |     | 11 |   | 3  |   |   |   | 14  | 14  |
| ASSOCIATED CROP CONTROL ACTIV |    |     | 16 |   | 4  |   |   | 1 | 21  | 21  |
| FIRE CONTROL                  |    |     | 1  |   |    |   |   |   | 1   | 1   |
| ASSOCIATED FIRE CONTROL ACTIV |    |     |    |   | 2  |   |   |   | 2   | 2   |
| AERIAL MAPPING/PHOTOGRAPHY    |    |     |    |   | 1  |   |   |   | 1   | 1   |
| AERIAL ADVERTISING            |    |     |    |   |    |   |   |   |     |     |
| POWER AND PIPELINE PATROL     |    |     |    |   | 1  |   |   |   | 1   | 1   |
| FISH SPOTTING                 |    |     | 2  |   |    |   |   |   | 2   | 1   |
| AIR TAXI-PASSENGER OPERATIONS |    |     | 2  |   | 7  |   |   |   | 9   | 9   |
| AIR TAXI-CARGO OPERATIONS     |    |     | 1  |   | 2  |   |   |   | 3   | 3   |
| CONSTRUCTION WORK             |    |     | 1  |   |    |   |   |   | 1   | 1   |
| SCHEDULED PASSENGER SERVICE   |    |     |    |   |    |   |   |   |     |     |
| SCHEDULED CARGO SERVICE       |    |     |    |   |    |   |   |   |     |     |
| NONSCHEDULED/CHARTER REVENUE  |    |     |    |   |    |   |   |   |     |     |
| NONSCHEDULED/CHARTER REVENUE  |    |     |    |   |    |   |   |   |     |     |
| MILITARY CONTRACT-PASSENGER   |    |     |    |   |    |   |   |   |     |     |
| MILITARY CONTRACT-CARGO       |    |     | 1  |   |    |   |   |   | 1   | 1   |
| CONTRACT/CHARTER-CARGO-DOMEST |    |     | 1  |   |    |   |   |   | 1   | 1   |
| CONTRACT/CHARTER-PASSENGER-DO |    |     |    |   |    |   |   |   |     |     |
| CONTRACT/CHARTER-CARGO-INTERN |    |     |    |   |    |   |   |   |     |     |
| CONTRACT/CHARTER-PASSENGER-IN |    |     |    |   |    |   |   |   |     |     |
| OTHER                         |    |     |    |   | 1  |   |   |   | 1   | 1   |
| UNK/NR                        |    |     |    |   |    |   |   |   |     |     |
|                               |    |     |    |   |    |   |   |   |     |     |

PAGE II

# KIND OF FLYING BY PILOT CERTIFICATE

| PILOT CERTIFICATE  |
|--|
| SUDENT COMMERCIAL COMMERCIAL COMMERCIAL COMPARENCE OF DE NOTE DE UNOTERO ELO |
| 1  |

RECORDS ACCIDENTS

| MISCELLANEOUS                |     |     |     |   |   |    |   |   |   |  |     |     |
|------------------------------|-----|-----|-----|---|---|----|---|---|---|--|-----|-----|
| EXPERIMENTATION              |     |     |     |   |   | 1  |   |   |   |  | 1   | 1   |
| TEST                         |     | 2   | 3   | 1 |   | 1  | 1 |   |   |  | 8   | 8   |
| DEMONSTRATION                |     | 2   |     |   |   | 1  |   |   |   |  | 3   | 3   |
| FERRY                        |     | 2   | 3   | 1 |   | 3  | 1 |   |   |  | 10  | 10  |
| SEARCH AND RESCUE            |     | 1   | 1   |   |   |    |   |   |   |  | 2   | 2   |
| AIR SHOW/AIR RACING          |     |     |     |   |   |    |   |   |   |  |     |     |
| PARACHUTE JUMP               |     |     |     |   |   | 1  |   |   |   |  | 1   | 1   |
| PARACHUTE JUMP IN CONNECTION |     |     |     |   |   |    |   |   |   |  |     |     |
| TOWING GLIDERS               |     |     |     |   |   |    |   |   |   |  |     |     |
| SEEDING CLOUDS               |     |     |     |   |   | 1  |   |   |   |  | 1   | 1   |
| HUNTING                      |     | 1   |     |   |   |    |   |   |   |  | 1   | 1   |
| POLICE PATROL                |     |     | ı   |   |   | 1  |   |   |   |  | 2   | 2   |
| ALL OTHER PUBLIC FLYING      |     |     |     |   |   |    |   |   |   |  |     |     |
| OTHER                        |     | 1   |     |   |   | 1  |   |   |   |  | 2   | 2   |
| UNK/NR                       |     |     | 1   |   |   |    |   |   |   |  | 1   | 1   |
|                              |     |     |     |   |   |    |   |   |   |  |     |     |
| RECORDS                      | 139 | 348 | 138 | 7 | 8 | 16 | 3 | 6 | 2 |  | 729 |     |
| ACCIDENTS                    | 139 | 348 | 137 | 7 | 8 | 15 | 3 | 6 | 2 |  |     | 725 |

KIND OF FLYING

PAGE III

# KIND OF FLYING BY INJURY INDEX

INJURY INDEX

| KIND OF FLYING                | 44 | ALSEP | IOUS MI | 409 40 44 | RECORDS | ACCIDENTS |
|-------------------------------|----|-------|---------|-----------|---------|-----------|
| 'INSTRUCTIONAL                |    |       |         |           |         |           |
| DUAL                          | 4  | 1     | 8       | 25        | 38      | 37        |
| SOLO                          | 2  | 1     | 2       | 35        | 40      | 40        |
| CHECK                         |    |       |         | 2         | 2       | 2         |
| TRAINING                      | 1  | 1     | 10      | 71        | 83      | 83        |
| NONCOMMERCIAL                 |    |       |         |           |         |           |
| PLEASURE                      | 39 | 23    | 41      | 238       | 341     | 341       |
| PRACTICE                      |    |       | 4       | 8         | 12      | 12        |
| BUSINESS                      | 9  | 7     | 7       | 93        | 116     | 116       |
| CORPORATE/EXEÇUTIVE           | 2  |       |         | 3         | 5       | 5         |
| AERIAL SURVEY                 |    |       | 1       | 1         | 2       | 2         |
| COMPANY FLIGHT                |    |       |         |           |         |           |
| OTHER                         |    |       |         |           |         |           |
| COMMERCIAL                    |    |       |         |           |         |           |
| AERIAL APPLICATION            | 1  |       | 5       | 8         | 14      | 14        |
| ASSOCIATED CROP CONTROL ACTIV | 1  |       |         | 20        | 21      | 21        |
| FIRE CONTROL                  |    |       |         | 1         | 1       | 1         |
| ASSOCIATED FIRE CONTROL ACTIV |    | 2     |         |           | 2       | 2         |
| AERIAL MAPPING/PHOTOGRAPHY    |    |       |         | 1         | 1       | 1         |
| AERIAL ADVERTISING            |    |       |         |           |         |           |
| POWER AND PIPELINE PATROL     |    | 1     |         |           | 1       | 1         |
| FISH SPOTTING                 | 2  |       |         |           | 2       | 1         |
| AIR TAXI-PASSENGER OPERATIONS | 3  | 2     | ı       | 3         | 9       | 9         |
| AIR TAXI-CARGO OPERATIONS     | 1  |       | 1       | 1         | 3       | 3         |
| CONSTRUCTION WORK             |    |       | 1       |           | 1       | 1         |
| SCHEDULED PASSENGER SERVICE   |    |       |         |           |         |           |
| SCHEDULED CARGO SERVICE       |    |       |         |           |         |           |
| NONSCHEDULEDZCHARTER REVENUE  |    |       |         |           |         |           |
| NONSCHEDULED/CHARTER REVENUE  |    |       |         |           |         |           |
| MILITARY CONTRACT-PASSENGER   |    |       |         |           |         |           |
| MILITARY CONTRACT-CARGO       |    |       | ·       | · 1       | 1       | 1         |
| CONTRACT/CHARTER-CARGO-DOMEST |    |       |         | 1         | 1       | 1         |
| CONTRACT/CHARTER-PASSENGER-DO |    |       |         |           |         |           |
| CONTRACT/CHARTER-CARGO-INTERN |    |       |         |           |         |           |
| CONTRACT/CHARTER-PASSENGER-IN |    |       |         |           |         |           |
| OTHER                         |    |       |         | 1         | 1       | 1         |
| UNK/NR                        |    |       |         |           |         |           |

PAGE IV

# KIND OF FLYING BY INJURY INDEX

# INJURY INDEX

| 1<br>8<br>3<br>10<br>2<br>1 |   |
|-----------------------------|---|
| 3<br>10<br>2                |   |
| 10<br>2                     |   |
| 2                           |   |
|                             |   |
| 1                           |   |
| 1                           |   |
|                             |   |
|                             |   |
|                             |   |
| 1                           |   |
| .1                          |   |
| 2                           |   |
|                             |   |
| 2                           |   |
| 1                           |   |
| 7.20                        |   |
|                             | 2 |

PAGE V

# FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

| FIRST<br>YPE OF ACCIDENT      | 4 <sup>P</sup> | 1 A Sto | +10US | <sup>10</sup> <sup>4</sup> 0 <sup>4</sup> <sup>1</sup> <sup>1</sup> |   | RECORDS | ACCIDE |
|-------------------------------|----------------|---------|-------|---|---|---------|--------|
|                               |                |         |       |   |   |         |        |
| GROUND-WATER LOOP-SWERVE      | 1              |         | 5     | 89  |   | 95      | 9      |
| DRAGGED WINGTIP, POD, OR FLOA |                |         |       | 1   |   | 1       | 1      |
| WHEELS-UP LANDING             |                |         |       | 56  |   | 56      | 50     |
| WHEELS-DOWN LANDING IN WATER  |                |         |       | 1   |   | 1       | :      |
| GEAR COLLAPSED                |                |         | 1     | 19  |   | 20      | 2      |
| GEAR RETRACTED                |                |         |       | 40  |   | 40      | 4      |
| HARD LANDING                  |                |         | 6     | 54  | , | 60      | 6      |
| NOSE OVER/DOWN                |                |         | 1     | 16  |   | 17      | 1      |
| ROLL OVER                     |                |         |       | 2   |   | 2       |        |
| OVERSHOOT                     |                | 3       | 7     | 45  |   | 55      | 5      |
| UNDERSHOOT                    | 1              | 3       | 4     | 17  |   | 25      | 2      |
| COLLISION BETWEEN AIRCRAFT    |                |         |       |   |   |         |        |
| BOTH IN FLIGHT                | 4              |         |       |   |   | 4       |        |
| ONE AIRBORNE                  |                |         |       |   |   |         |        |
| BOTH ON GROUND                |                |         |       | 4   |   | 4       |        |
| COLLISION WITH GROUND/WATER   |                |         |       |   |   |         |        |
| CONTROLLED                    | 6              | 2       | 3     | 3   |   | 14      | 1      |
| UNCONTROLLED                  | 7              | 3       | 4     |   |   | 14      | 1      |
| COLLIDED WITH                 |                |         |       |   |   |         |        |
| WIRES/POLES                   | 1              | 3       | 4     | 7   |   | 15      | 1      |
| TREES                         | 10             | 1       | 3     | 6   |   | 20      | 2      |
| RESIDENCE/S                   |                |         |       |   |   |         |        |
| BUILDING/S                    |                |         |       | 1   |   | 1       |        |
| FENCE, FENCEPOSTS             |                |         |       | 9   |   | 9       |        |
| ELECTRONIC TOWERS             |                |         |       |   |   |         |        |
| RUNWAY OR APPROACH LIGHTS     |                |         |       | 2   |   | 2       |        |
| AIRPORT HAZAR D               |                |         |       | 1   |   | 1       |        |
| ANIMALS                       |                |         |       | 1   |   | 1       |        |
| CROP                          |                |         |       | 5   |   | 5       |        |
| FLAGMAN LOADER                |                |         |       |   |   |         |        |
| DITCHES                       |                |         | 1     | 5   |   | 6       |        |
| SNOWBANK                      |                |         |       |   |   |         |        |
| PARKED AIRCRAFT               |                |         |       | 8   |   | 8       |        |
| AUTOMOBILE                    |                |         |       | 4   |   | 4       |        |
| DIRT BANK                     |                |         | 1     | 2   |   | 3       |        |
| OBJECT                        | 3              |         | -     | 28  |   | - 31    | 3      |
| BIRD STRIKE                   |                |         |       | 2   |   | 2       |        |

PAGE VI

# FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

| FIRST<br>TYPE OF ACCIDENT          | 44 | ALSER | NIN WIT | <sup>40</sup> °,40 | RECORDS | ACCIDENTS |
|------------------------------------|----|-------|---------|--------------------|---------|-----------|
| STALL                              | 10 | 2     | 8       | 8                  | 28      | 28        |
| SPIN                               | 5  | 1     |         | 2                  | 8       | 8         |
| SPIRAL                             | 1  |       |         | 1                  | 2       | 2         |
| MUSH                               |    |       | 5       | 12                 | 17      | 17        |
| FIRE OR EXPLOSION                  |    |       |         |                    |         |           |
| IN FLIGHT                          |    | 1     | 1       | 1                  | 3       | 3         |
| ON GROUND                          |    |       | 1       | 1                  | 2       | 2         |
| AIRFRAME FAILURE                   |    |       |         |                    |         |           |
| IN FLIGHT                          | 5  |       |         |                    | 5       | 5         |
| ON GROUND                          |    |       |         |                    |         |           |
| ENGINE TEARAWAY                    |    |       |         |                    |         |           |
| ENGINE FAILURE OR MALFUNCTION      | 11 | 15    | 30      | 70                 | 126     | 126       |
| PROPELLER/ROTOR FAILURE            |    |       |         |                    |         |           |
| PROPELLER                          | 1  |       | 1       | 3                  | 5       | 5         |
| TAIL ROTOR                         |    |       |         | 1                  | 1       | 1         |
| MAIN ROTOR                         | 1  |       |         |                    | 1       | 1         |
| PROPELLER/ROTOR ACCIDENT TO PERSON |    | 5     |         |                    | 5       | 5         |
| JET INTAKE/EXHAUST ACCIDENT T      |    |       |         |                    |         |           |
| PROPELLER/JET/ROTOR BLAST          |    |       | 1       | 2                  | 3       | 3         |
| TURBULENCE                         |    | 1     |         |                    | 1       | 1         |
| HAIL DAMAGE TO AIRCRAFT            |    |       |         |                    |         |           |
| LIGHTNING STRIKE                   |    |       |         |                    |         |           |
| EVASIVE MANEUVER                   |    |       |         |                    |         |           |
| UNCONTROLLED ALTITUDE DEVIATI      |    |       |         |                    |         |           |
| DITCHING                           |    |       |         |                    |         |           |
| MISSING AIRCRAFT, NOT RECOVER      |    |       |         |                    |         |           |
| MISCELLANE DUS/OTHER               | 1  |       |         | 5                  | 6       | 6         |
| UNDETERMINED                       |    |       |         |                    |         |           |
|                                    |    |       |         |                    |         |           |
| RECORDS                            | 68 | 40    | 87      | 534                | 729     |           |
| ACCIDENTS                          | 66 | 40    |         | 532                |         | 725       |
|                                    |    |       |         |                    |         |           |

PAGE VII

# FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

|                               |      | CKAF      |    |       |                 |
|-------------------------------|------|-----------|----|-------|-----------------|
| FIRST<br>TYPE OF ACCIDENT     | OFES | ROTED SUB | PE | CORDS | ACCIDENTS       |
|                               |      |           |    |       |                 |
| GROUND-WATER LOOP-SWERVE      | 1    | 94        |    | 95    | 95              |
| DRAGGED WINGTIP, POD, OR FLOA |      | 1         |    | 1     | 1               |
| WHEELS-UP LANDING             | 1    | 55        |    | 56    | 56              |
| WHEELS-DOWN LANDING IN WATER  |      | 1         |    | 1.    | 1               |
| GEAR COLLAPSED                | 1    | 19        |    | 20    | 20              |
| GEAR RETRACTED                |      | 40        |    | 40    | <del>,4</del> 0 |
| HARD LANDING                  |      | 60        |    | 60    | 60              |
| NOSE OVER/DOWN                |      | 17        |    | 17    | 17              |
| ROLL OVER                     |      | 2         |    | 2     | 2               |
| OVERSHOOT                     | 4    | 51        |    | 55    | 55              |
| UNDERSHOOT                    | 5    | 20        |    | 25    | 25              |
| COLLISION BETWEEN AIRCRAFT    |      |           |    |       |                 |
| BOTH IN FLIGHT                | 3    | 1         |    | 4     | 2               |
| ONE AIRBORNE                  |      |           |    |       |                 |
| BOTH ON GROUND                |      | 3         |    | 4     | 2               |
| COLLISION WITH GROUND/WATER   |      |           |    |       |                 |
| CONTROLLED                    | 9    | 5         |    | 14    | 14.             |
| UNCONTROLLED                  | 10   | 4         |    | 14    | 14              |
| COLLIDED WITH                 |      |           |    |       |                 |
| WIRES/POLES                   | 4    | 11        |    | 15    | 15              |
| TREES                         | 12   | 8         |    | 20    | 20              |
| RESIDENCE/S                   |      |           |    |       |                 |
| BUILDING/S                    |      | 1         |    | 1     | 1               |
| FENCE, FENCEPOSTS             | 1    | 8         |    | 9     | 9               |
| ELECTRONIC TOWERS             |      |           |    |       |                 |
| RUNWAY OR APPROACH LIGHTS     |      | 2         |    | 2     | 2               |
| AIRPORT HAZARD                |      | 1         |    | 1     | 1               |
| ANIMALS                       |      | 1         |    | 1     | 1               |
| CROP                          |      | 5         |    | 5     | 5               |
| FLAGMAN LOADER                |      |           |    |       |                 |
| DITCHES                       |      | 6         |    | 6     | 6               |
| SNOWBANK                      |      |           |    |       |                 |
| PARKED AIRCRAFT               |      | 8         |    | 8     | 8               |
| AUTOMOBILE                    |      | 4         |    | 4     | 4               |
| DIRT BANK                     |      | 3         |    | 3     | 3               |
| OBJECT                        |      | 27        |    | 31    | 31              |
|                               |      |           |    |       |                 |

PAGE VIII

# FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

|                                    | <u>A0</u> |                  |         |         |     |         |            |
|------------------------------------|-----------|------------------|---------|---------|-----|---------|------------|
| FIRST                              | ć         | 5TROTED          | STANTIA | 2° NONE |     |         |            |
| TYPE OF ACCIDENT                   | Q,        | , <sup>2</sup> 2 | 4.      | 4       |     | RECORDS | ACCIDENTS  |
| STALL                              | 15        | 13               |         |         |     | 28      | 28         |
| SPIN                               | 5         | 3                |         |         |     | 8       | 8          |
| SPIRAL                             | 1         | 1                |         |         |     | 2       | 2          |
| MUSH                               | 3         | 14               |         |         | , E | 17      | 17         |
| FIRE OR EXPLOSION                  |           |                  |         | 3       |     |         |            |
| IN FLIGHT                          | 3         |                  |         |         |     | 3       | 3          |
| ON GROUND                          |           | 2                |         |         |     | 2       | 2          |
| AIRFRAME FAILURE                   |           |                  |         |         |     |         |            |
| IN FLIGHT                          | 5         |                  |         |         |     | 5       | 5          |
| ON GROUND                          |           |                  |         |         |     |         |            |
| ENGINE TEARAWAY                    |           |                  |         |         |     |         |            |
| ENGINE FAILURE OR MALFUNCTION      | 23        | 103              |         |         |     | 126     | 126        |
| PROPELLER/ROTOR FAILURE            |           |                  |         |         |     |         |            |
| PROPELLER                          | 1         | 4                |         |         |     | 5       | 5          |
| TAIL ROTOR                         |           | 1                |         |         |     | 1       | 1          |
| MAIN ROTOR                         | 1         |                  |         |         |     | 1       | 1          |
| PROPELLER/ROTOR ACCIDENT TO PERSON |           |                  | 1       | 4       |     | 5       | <u>,</u> 5 |
| JET INTAKE/EXHAUST ACCIDENT T      |           |                  |         |         |     |         |            |
| PROPELLER/JET/ROTOR BLAST          |           | 3                |         |         |     | 3       | 3          |
| TURBULENCE                         | 1         |                  |         |         |     | 1       | 1          |
| HAIL DAMAGE TO AIRCRAFT            |           |                  |         |         |     |         |            |
| LIGHTNING STRIKE                   |           |                  |         |         |     |         |            |
| EVASIVE MANEUVER                   |           |                  |         |         |     |         |            |
| UNCONTROLLED ALTITUDE DEVIATI      |           |                  |         |         |     |         |            |
| DITCHING                           |           |                  |         |         |     |         |            |
| MISSING AIRCRAFT, NOT RECOVER      |           |                  |         |         |     |         |            |
| MISCELLANEOUS/OTHER                | 1         | 5                |         |         |     | 6       | 6          |
| UNDETERMINED                       |           |                  |         |         |     |         |            |
|                                    |           |                  |         |         |     |         |            |
| RECORDS                            | 114       | 609              | 2       | 4       |     | 729     | 2.00       |
| ACCIDENTS                          | 113       | 608              | 2       | 4.      |     |         | 725        |
|                                    |           |                  |         |         |     |         |            |

PAGE IX

### FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT



RECORDS ACCIDENTS

|                               | -  | `  | Ŭ  | • | `` | Ŭ | ٣ | 0 | 4 | 4 | RECORDS | ACCIDENTS |
|-------------------------------|----|----|----|---|----|---|---|---|---|---|---------|-----------|
| GROUND-WATER LOOP-SWERVE      | 43 | 33 | 14 | 1 |    | 4 |   |   |   |   | 95      | 95        |
| DRAGGED WINGTIP, POD, OR FLOA |    | 1  |    |   | ,  |   |   |   |   |   | 1       | 1         |
| WHEELS-UP LANDING             | 2  | 36 | 9  | 1 |    | 7 | 1 |   |   |   | 56      | 56        |
| WHEELS-DOWN LANDING IN WATER  |    | 1  |    |   |    |   |   |   |   |   | 1       | 1         |
| GEAR COLLAPSED                | 3  | 8  | 6  |   |    | 3 |   |   |   |   | 20      | 20        |
| GEAR RETRACTED                | 1  | 20 | 12 | 2 |    | 4 | 1 |   |   |   | 40      | 40        |
| HARD LANDING                  | 26 | 25 | 5  |   |    | 3 |   |   | 1 |   | 60      | 60        |
| NOSE OVER/DOWN                | 5  | 9  | 1  |   |    | 1 |   |   | 1 |   | 17      | 17        |
| ROLL OVER                     |    | 1  | 1  |   |    |   |   |   |   |   | 2       | 2         |
| OVERSHOOT                     | 12 | 36 | 6  |   |    | 1 |   |   |   |   | 55      | 55        |
| UNDERSHOOT                    | 4  | 11 | 4  |   |    | 4 |   |   | 2 |   | 25      | 25        |
| COLLISION BETWEEN AIRCRAFT    |    |    |    |   |    |   |   |   |   |   |         |           |
| BOTH IN FLIGHT                |    | 1  | 2  |   |    | 1 |   |   |   |   | 4       | 2         |
| ONE AIRBORNE                  |    |    |    |   |    |   |   |   |   |   |         |           |
| BOTH ON GROUND                |    | 1  | 1  |   |    | 2 |   |   |   |   | 4       | 2         |
| COLLISION WITH GROUND/WATER   |    |    |    |   |    |   |   |   |   |   |         |           |
| CONTROLLED                    | 1  | 4  | 4  |   |    | 4 |   |   | 1 |   | 14      | 14        |
| UNCONTROLLED                  | 1  | 6  | 2  | 1 |    | 3 |   |   | 1 |   | 14      | 14        |
| COLLIDED WITH                 |    |    |    |   |    |   |   |   |   |   |         |           |
| WIRES/POLES                   | 2  | 8  | 1  |   |    | 3 |   |   |   | l | 15      | 15        |
| TREES                         | 1  | 10 | 4  |   |    | 5 |   |   |   |   | 20      | 20        |
| RESIDENCE/S                   |    |    |    |   |    |   |   |   |   |   |         |           |
| BUILDING/S                    | 1  |    |    |   |    |   |   |   |   |   | 1       | 1         |
| FENCE, FENCEPOSTS             |    | 8  | 1  |   |    |   |   |   |   |   | 9       | 9         |
| ELECTRONIC TOWERS             |    |    |    |   |    |   |   |   |   |   |         |           |
| RUNWAY OR APPROACH LIGHTS     |    | 2  |    |   |    |   |   |   |   |   | 2       | 2         |
| AIRPORT HAZARD                |    | 1  |    |   |    |   |   |   |   |   | 1       | 1         |
| ANIMALS                       |    | 1  |    |   |    |   |   |   |   |   | 1       | 1         |
| CROP                          | 2  | 1  | 2  |   |    |   |   |   |   |   | 5       | 5         |
| FLAGMAN LOADER                |    |    |    |   |    |   |   |   |   |   |         |           |
| DITGHES                       | 1  | 5  |    |   |    |   |   |   |   |   | 6       | 6         |
| SNOWBANK                      |    |    |    |   |    |   |   |   |   |   |         |           |
| PARKED AIRCRAFT               | 1  | 5  | 1  |   |    | 1 |   |   |   |   | 8       | 8         |
| AUTOMOBILE                    | 1  | 3  |    |   |    |   |   |   |   |   | 4       | 4         |
| DIRT BANK                     |    | 2  |    |   |    | 1 |   |   |   |   | 3       | 3         |
| OBJECT                        | 6  | 15 | 7  | 1 |    | 2 |   |   |   |   | 31      | 31        |
| BIRD STRIKE                   |    | 1  |    |   |    | 1 |   |   |   |   | 2       | 2         |
|                               |    |    |    |   |    |   |   |   |   |   |         |           |

PAGE

х

# FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

|                                    |     |          |         | PILC        | DT CERTIFIC |                    | 18.      |          |              |           |
|------------------------------------|-----|----------|---------|-------------|-------------|--------------------|----------|----------|--------------|-----------|
| FIRST<br>TYPE OF ACCIDENT          | st  | UDEN' PR | NATE ON | MAERCIA ATR | PRIVATE CON | MERCIAL<br>MERCIAL | FLINSTR. | UNKNOWNO | ₩<br>RECORDS | ACCIDENTS |
| STALL                              | 6   | 14       | 5       |             | 3           |                    |          |          | 28           | 28        |
| SPIN                               | 1   | 4        | 1       |             | 1           |                    |          | 1        | 8            | 8         |
| SPIRAL                             |     | 2        |         |             |             |                    |          |          | 2            | 2         |
| MUSH                               | 1   | 5        | 6       |             | 5           |                    |          |          | 17           | 17        |
| FIRE OR EXPLOSION                  |     |          |         |             |             |                    |          |          |              |           |
| IN FLIGHT                          |     |          | 1       | 1           | 1           |                    |          |          | 3            | 3         |
| ON GROUND                          |     | 1        |         |             | 1           |                    |          |          | 2            | 2         |
| AIRFRAME FAILURE                   |     |          |         |             |             |                    |          |          |              |           |
| IN FLIGHT                          | 1   | 2        | 2       |             |             |                    |          |          | 5            | 5         |
| ON GROUND                          |     |          |         |             |             |                    |          |          |              |           |
| ENGINE TEARAWAY                    |     |          |         |             |             |                    |          |          |              |           |
| ENGINE FAILURE OR MALFUNCTION      | 13  | 57       | 34      |             | 21          | 1                  |          |          | 126          | 126       |
| PROPELLER/ROTOR FAILURE            |     |          |         |             |             |                    |          |          |              |           |
| PROPELLER                          | 1   | 3        |         |             | 1           |                    |          |          | 5            | 5         |
| TAIL ROTOR                         |     |          | . 1     |             |             |                    |          |          | 1            | L         |
| MAIN ROTOR                         |     |          | 1       |             |             |                    |          |          | 1            | 1         |
| PROPELLER/ROTOR ACCIDENT TO PERSON | 1   | 3        |         |             | 1           |                    |          |          | 5            | 5         |
| JET INTAKE/EXHAUST ACCIDENT T      |     |          |         |             |             |                    |          |          |              |           |
| PROPELLER/JET/ROTOR BLAST          | 2   |          | 1       |             |             |                    |          |          | 3            | 3         |
| TURBULENCE                         |     |          |         |             | 1           |                    |          |          | ۰,           | 1         |
| HAIL DAMAGE TO AIRCRAFT            |     |          |         |             |             |                    |          |          |              |           |
| LIGHTNING STRIKE                   |     |          |         |             |             |                    |          |          |              |           |
| EVASIVE MANEUVER                   |     |          |         |             |             |                    |          |          |              |           |
| UNCONTROLLED ALTITUDE DEVIATI      |     |          |         |             |             |                    |          |          |              |           |
| DITCHING                           |     |          |         |             |             |                    |          |          |              |           |
| MISSING AIRCRAFT, NOT RECOVER      |     |          |         |             |             |                    |          |          |              |           |
| MISCELLANEOUS/OTHER                |     | 2        | 3       |             | 1           |                    |          |          | 6            | 6         |
| UNDETERMINED                       |     |          |         |             |             |                    |          |          |              |           |
|                                    |     |          |         | _           |             | _                  |          | _        |              |           |
| RECORDS                            | 139 | 348      | 138     | 7           | 86          | 3                  | 6        | , ?      | 729          |           |
| ACCIDENTS                          | 139 | 348      | 137     | 7           | 85          | 3                  | 6        | 2.       |              | 725       |

PAGE XI

# FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

| FIRST<br>DPERATIONAL PHASE   | 44 | Ste <sup>Q</sup> | 4  | 10° 40 4 |  |  | RECORDS | ACCIDENTS |
|------------------------------|----|------------------|----|----------|--|--|---------|-----------|
| STATIC                       |    |                  |    |          |  |  |         |           |
| STARTING ENGINE/S            |    | 3                |    | 1        |  |  | 4       | 4         |
| IDLING ENGINE/S              |    | 1                | 1  | 2        |  |  | 4       | 4         |
| ENGINE RUNUP                 |    |                  |    |          |  |  |         |           |
| IDLING ROTORS                |    |                  |    | 1        |  |  | 1       | 1         |
| PARKED-ENGINES NOT OPERATING |    |                  |    |          |  |  |         |           |
| OTHER                        |    |                  |    |          |  |  |         |           |
| IXAI                         |    |                  |    |          |  |  |         |           |
| TO TAKEOFF                   |    | 1                |    | 19       |  |  | 20      | 20        |
| FROM LANDING                 |    |                  |    | 17       |  |  | 17      | 17        |
| OTHER                        |    |                  |    | 6        |  |  | 6       | 6         |
| GROUND TAXI TO TAKEOFF       |    |                  |    |          |  |  |         |           |
| GROUND TAXI FROM LANDING     |    |                  |    |          |  |  |         |           |
| GROUND TAXI, OŢHĘR           |    |                  |    |          |  |  |         |           |
| AERIAL TAXI TO TAKEOFF       |    |                  |    |          |  |  |         |           |
| AERIAL TAXI TO/FROM LANDING  |    |                  |    |          |  |  |         |           |
| AERIAL TAXI, OTHER           |    |                  |    |          |  |  |         |           |
| TAKEOFF                      |    |                  |    |          |  |  |         |           |
| RUN                          |    |                  | 1  | 31       |  |  | 32      | 32        |
| INITIAL CLIMB                | 10 | 7                | 11 | 41       |  |  | 69      | 69        |
| VERTICAL                     |    |                  |    |          |  |  |         |           |
| RUNNING                      |    |                  |    | 1        |  |  | 1       | 1         |
| ABORTED                      |    |                  | 1  | 16       |  |  | 17      | 17        |
| ABORTED                      |    |                  |    | 1        |  |  | 1       | 1         |
| ABORTED                      |    |                  |    | 1        |  |  | 1       | 1         |
| OTHER                        |    |                  |    |          |  |  |         |           |
| INFLIGHT                     |    |                  |    |          |  |  |         |           |
| CLIMB TO CRUISE              |    |                  | 1  | 1        |  |  | 2       | 2         |
| NORMAL CRUISE                | 21 | 9                | 22 | 40       |  |  | 92      | 91        |
| DESCENDING                   |    |                  | 1  | 3        |  |  | 4       | 4         |
| HOLDING                      |    |                  |    |          |  |  |         |           |
| HOVERING                     |    |                  |    |          |  |  |         |           |
| POWER-ON DESCENT             |    |                  |    | 1        |  |  | 1       | 1         |
| AUTOROTATIVE DESCENT         |    |                  |    |          |  |  |         |           |
| ACROBATICS                   | 2  |                  |    |          |  |  | 2       | 2         |
| BUZZING                      | 4  |                  | 1  |          |  |  | 5       | 5         |
| UNCONTROLLED DESCENT         | 6  | 3                | 3  |          |  |  | 12      | 12        |

PAGE XII

# FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

| FIRST<br>OPERATIONAL PHASE    | *A | ALSH | 1003 | 1 <sup>40</sup> <sup>40</sup> | <sup>a</sup> t | RECORDS | ACCIDENTS |
|-------------------------------|----|------|------|-------------------------------|----------------|---------|-----------|
| EMERGENCY DESCENT             |    |      |      |                               |                |         |           |
| LOW PASS                      | 2  | 3    | 3    | 3                             |                | 11      | 11        |
| OTHER                         | 9  | 1    |      | 1                             |                | 11      | 11        |
| EN ROUTE TO TREAT CROP        |    |      |      | 3                             |                | 3       | 3         |
| EN ROUTE TO RELOADING AREA    |    |      |      | 2                             |                | 2       | 2         |
| SURVEY FIELD/AREA             |    |      |      |                               |                |         |           |
| STARTING SWATH RUN            |    |      |      | 1                             |                | 1       | 1         |
| SWATH RUN                     |    |      | 2    | 2                             |                | 4       | 4         |
| FLAREOUT FOR SWATH RUN        |    |      |      |                               |                |         |           |
| PULLUP FROM SWATH RUN         | 1  |      | 1    | 1                             |                | 3       | 3         |
| PROCEDURE TURNAROUND          |    |      | 2    | 5                             |                | 7       | 7         |
| CLEANUP SWATH                 |    |      |      |                               |                |         |           |
| MANEUVER TO AVOID OBSTRUCTION |    |      |      |                               |                |         |           |
| RETURN TO STRIP               |    |      |      |                               |                |         |           |
| LANDING                       |    |      |      |                               |                |         |           |
| TRAFFIC PATTERN-CIRCLING      | 5  |      |      | 4                             |                | 9       | 8         |
| FINAL APPROACH                | 3  | 6    | 8    | 23                            |                | 40      | 40        |
| INITIAL APPROACH              | 1  |      |      |                               |                | 1       | 1         |
| FINAL APPROACH                |    |      | 1    |                               |                | 1       | 1         |
| LEVEL OFF/TOUCHDOWN           |    | 4    | 13   | 177                           | `              | 194     | 194       |
| ROLL                          | 1  |      | 7    | 119                           |                | 127     | 127       |
| ROLL-ON/RUN-ON                |    |      |      |                               |                |         |           |
| POWER-ON LANDING              |    |      |      | 3                             |                | 3       | 3         |
| POWER-OFF AUTOROTATIVE LANDIN |    |      |      |                               |                |         |           |
| GO-AROUND                     | 2  | z    | 8    | 5                             |                | 17      | 17        |
| MISSED APPROACH               |    |      |      |                               |                |         |           |
| OTHER                         | 1  |      |      | з                             |                | 4       | 4         |
| UNK/NR                        |    |      |      |                               |                |         |           |

| RECORDS   | 68 | 40 | 87 | 534 |  | 729 |     |
|-----------|----|----|----|-----|--|-----|-----|
| ACCIDENTS | 66 | 40 | 87 | 532 |  |     | 725 |

PAGE XIII

### INJURIES, ACCIDENTS COVERED BY THIS REPORT - ISSUE NO. 9 U. S. GENERAL AVIATION

### 1967

### DOCKET NOS. 2-0826 THRU 2-0950 AND 3-3501 THRU 3-4100

|                                | FATAL  | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL       |  |
|--------------------------------|--------|---------|-------|------|---------|-------------|--|
| PILOT                          | 60     | 35      | 85    | 549  |         | 729         |  |
| COPILOT                        | 1<br>5 | 1       | 2     | 12   |         | 16          |  |
| DUAL STUDENT                   | 5      |         | 7     | 26   |         | 38          |  |
| CHECK PILOT                    |        |         |       | 2    |         | 2           |  |
| FLIGHT ENGINEER                |        |         |       |      |         |             |  |
| NAVIGATOR .                    |        |         |       |      |         |             |  |
| CABIN ATTENDANT                |        |         |       |      |         |             |  |
| EXTRA CREW                     |        | 1       |       | 2    |         | 3           |  |
| PASSENGERS                     | 68     | 30      | 56    | 429  |         | 583         |  |
| TOTAL                          | 134    | 67      | 150   | 1020 |         | ABOARD 1371 |  |
| OTHER-AIRCRAFT<br>OTHER-GROUND | 2      | 6       | 3     | 3    |         | 14          |  |
| GRAND TOTAL                    | 136    | 73      | 153   | 1023 |         | 1385        |  |

INVOLVES 725 TOTAL ACCIDENTS INVOLVES 66 FATAL ACCIDENTS

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

|                 | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | TOTAL          |
|-----------------|-------|---------|-------|------|---------|----------------|
| PILOT           | 58    | 32      | 81    | 535  |         | 706            |
| COPILOT         | 1     | 1       |       | 10   |         | 12             |
| DUAL STUDENT    | 5     |         | 7     | 25   |         |                |
| CHECK PILOT     |       |         |       | 2    |         | <u>37</u><br>2 |
| FLIGHT ENGINEER |       |         |       |      |         |                |
| NAVIGATOR       |       |         |       |      |         |                |
| CABIN ATTENDANT |       |         |       |      |         |                |
| EXTRA CREW      |       | 1       |       |      |         | 1              |
| PASSENGERS      | 68    | 27      | 54    | 419  |         | 568            |
| TOTAL           | 132   | 61      | 142   | 991  |         | ABOARD 1326    |
| OTHER-AIRCRAFT  |       |         |       | _    |         |                |
| OTHER-GROUND    | 2     | 6       | 3     | 3    |         | 14             |
| GRAND TOTAL     | 134   | 67      | 145   | 994  |         | 1340           |

INVOLVES 702 TOTAL ACCIDENTS INVOLVES 64 FATAL ACCIDENTS

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### INJURIES, ACCIDENTS ROTORCRAFT U. S. GENERAL AVIATION

|  | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |        | TOTAL |
|--|-------|---------|-------|------|---------|--------|-------|
| PILOT<br>COPILOT   | 2     | 2       | 3     | 12   |         | -      | 19    |
| DUAL STUDEN1<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR<br>CABIN ATTENDANT |       |         |       | 1    |         |        | 1     |
| EXTRA CREW   |       |         |       | 2    |         |        | 2     |
| PASSENGERS   |       | 3       | 2     | 10   |         |        | 15    |
| TOTAL  | 2     | 5       | 5     | 25   |         | ABOARD | 37    |
| OTHER-AIRCRAFT<br>Other-ground   |       |         |       |      |         |        |       |
| GRAND TOTAL  | 2     | 5       | 5     | 25   |         |        | 37    |

| INVOLVES | 19 | TOTAL | ACC IDENTS |
|----------|----|-------|------------|
| INVOLVES | 2  | FATAL | ACCIDENTS  |

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

|  | FATAL | SERIOUS | MINOR  | NONE   | UNKNOWN | _      | TOTAL |
|--|-------|---------|--------|--------|---------|--------|-------|
| PILOT<br>COPILOT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR<br>CABIN ATTENDANT<br>EXTRA CREW<br>PASSENGERS |       | 1       | 1<br>2 | 2<br>2 |         | _      | 4 4   |
| TOTAL  |       | 1       | 3      | 4      |         | ABOARD | 8     |
| OTHER-AIRCRAFT<br>OTHER-GROUND   |       |         |        |        |         |        |       |
| GRAND TOTAL  |       | 1       | 3      | 4      |         |        | 8     |

INVOLVES 4 TOTAL ACCIDENTS INVOLVES NO FATAL ACCIDENTS

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

|  | FATAL | SERIOUS | MINOR | NONE     | UNKNOWN |        | TOTAL    |
|--|-------|---------|-------|----------|---------|--------|----------|
| PILOT<br>COPILOT   | 7     | 2       | 19    | 135<br>2 |         | _      | 163<br>2 |
| DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR<br>CABIN ATTENDANT | 4     |         | 7     | 26<br>2  |         |        | 37<br>2  |
| EXTRA CREW<br>PASSENGERS   |       | 2       | 1     | 5        |         |        | 8        |
| TOTAL  | 11    | 4       | 27    | 170      |         | ABOARD | 212      |
| OTHER-AIRCRAFT<br>OTHER-GROUND   |       | 3       | 1     |          |         |        | 4        |
| GRAND TOTAL  | 11    | 7       | 28    | 170      |         |        | 216      |

INVOLVES 162 TOTAL ACCIDENTS INVOLVES 7 FATAL ACCIDENTS

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

|  | FATAL           | SERIOUS | MINOR | NONE | UNKNOWN | _      | TOTAL         |
|--|-----------------|---------|-------|------|---------|--------|---------------|
| PILOT<br>COPILOT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR<br>CABIN ATTENDANT | 32<br>1<br>1    | 21      | 40    | 248  |         | _      | 341<br>1<br>1 |
| EXTRA CREW<br>PASSENGERS   | 56              | 20      | 40    | 308  |         |        | 424           |
| TOTAL  | 90              | 41      | 80    | 556  |         | ABOARD | 767           |
| * OTHER-AIRCRAFT<br>OTHER-GROUND   | 2               | 2       | 2     | 2    |         |        | 2<br>6        |
| GRAND TOTAL  | 92 <sup>,</sup> | 43      | 82    | 558  |         |        | 775           |

INVOLVES 341 TOTAL ACCIDENTS INVOLVES 39 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

|  | FATAL | SERIOUS | MINOR | NONE    | UNKNOWN | TOTAL      |
|--|-------|---------|-------|---------|---------|------------|
| PILOT<br>COPILOT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR<br>CABIN ATTENDANT | 9     | 5       | 7     | 95<br>2 |         | 116<br>2   |
| EXTRA CREW<br>PASSENGERS   | 5     | 4       | 6     | 76      |         | 91         |
| TOTAL  | 14    | 9       | 13    | 173     |         | ABDARD 209 |
| OTHER-AIRCRAFT<br>OTHER-GROUND   |       | 1       |       | 3       |         | 4          |
| RAND TOTAL   | 14    | 10      | 13    | 176     |         | 213        |

INVOLVES 116 TOTAL ACCIDENTS INVOLVES 9 FATAL ACCIDENTS

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### INJURIES, ACCIDENTS KIND OF FLYING Non-Commercial - corporate/executive U. S. general aviation

1967

|  | FATAL | SERIOUS | MINOR | NONE       | UNKNOWN |        | TOTAL  |
|--|-------|---------|-------|------------|---------|--------|--------|
| PILOT<br>COPILOT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR<br>CABIN ATTENDANT | 2     |         |       | <br>3<br>1 |         |        | 5<br>1 |
| EXTRA CREW<br>Passengers   | 2     |         |       | 6          |         | ·      | 8      |
| TOTAL  | 4     |         |       | 10         |         | ABOARD | 14     |
| OTHER-AIRCRAFT<br>OTHER-GROUND   |       |         |       |            |         |        |        |
| GRAND TOTAL  | 4     |         |       | 10         |         |        | 14     |

| INVOLVES | 5 | TOTAL | ACCIDENTS |
|----------|---|-------|-----------|
| INVOLVES | 2 | FATAL | ACCIDENTS |

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

|   | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |        | TOTAL |
|---|-------|---------|-------|------|---------|--------|-------|
| PILOT<br>COPILOT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR | 2     |         | 5     | 28   |         |        | 35    |
| CABIN ATTENDANT<br>EXTRA CREW<br>PASSENGERS                                     |       |         |       | 1    |         |        | 1     |
| TOTAL   | 2     |         | 5     | 29   |         | ABOARD | 36    |
| OTHER-AIRCRAFT<br>OTHER-GROUND  |       |         |       | 1    |         |        | 1     |
| GRAND TOTAL   | 2     |         | 5     | 30   |         |        | 37    |

INVOLVES 35 TOTAL ACCIDENTS INVOLVES 2 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 AIR TAXI - PASSENGER/CARGO U. S. GENERAL AVIATION

|  | FATAL | SERIOUS | MINOR | NONE       | UNKNOWN | _      | TOTAL   |
|--|-------|---------|-------|------------|---------|--------|---------|
| PILOT<br>COPILOT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR<br>CABIN ATTENDANT |       | 2<br>1  | 2     | <br>4<br>2 |         | _      | 12<br>3 |
| EXTRA CREW<br>PASSENGERS   | 4     | 3       | 2     | 14         |         |        | 23      |
| TOTAL  | 8     | 6       | 4     | 20         |         | ABOARD | 38      |
| OTHER-AIRCRAFT<br>OTHER-GROUN D  |       |         |       |            |         |        |         |
| GRAND TOTAL  | 8     | 6       | 4     | 20         |         |        | 38      |

INVOLVES 12 TOTAL ACCIDENTS INVOLVES 4 FATAL ACCIDENTS

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

|  | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |        | TOTAL  |
|--|-------|---------|-------|------|---------|--------|--------|
| PILOT                                  |       | 2       | 7     | 48   |         |        | 57     |
| COPILOT<br>DUAL STUDENT<br>CHECK PILOT |       |         |       | 1    |         |        | 1<br>1 |
| FLIGHT ENGINEER<br>Navigator           |       |         |       | I    |         |        | 1      |
| CABIN ATTENDANT<br>Extra crew          |       |         |       |      |         |        |        |
| PASSENGERS                             |       | 1       | 7     | 51   |         |        | 59     |
| TOTAL                                  |       | 3       | 14    | 101  |         | ABOARD | 118    |
| OTHER-AIRCRAFT<br>OTHER-GROUND         |       |         |       |      |         |        |        |
| GRAND TOTAL                            |       | 3       | 14    | 101  |         |        | 118    |

INVOLVES 57 TOTAL ACCIDENTS INVOLVES NO FATAL ACCIDENTS

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

|  | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |        | TOTAL |
|--|-------|---------|-------|------|---------|--------|-------|
| PILOT<br>Copilot   | 1     | 3       | 5     | 19   |         |        | 28    |
| DUAL STUDENT<br>DUAL STUDENT<br>CHECK PILOT<br>FLIGHT ENGINEER<br>NAVIGATOR<br>CABIN ATTENDANT |       |         | 1     | 1    |         |        | 2     |
| EXTRA CREW   |       |         |       |      |         |        |       |
| PASSENGERS   | 3     |         | 7     | 24   |         |        | 34    |
| TOTAL  | 4     | 3       | 13    | 44   |         | ABOARD | 64    |
| OTHER-AIRCRAFT<br>Other-ground   |       |         |       |      |         |        |       |
| GRAND TOTAL  | 4     | 3       | 13    | 44   |         |        | 64    |

INVOLVES 28 TOTAL ACCIDENTS INVOLVES 1 FATAL ACCIDENTS

XXV

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

|                 | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |        | TOTAL |
|-----------------|-------|---------|-------|------|---------|--------|-------|
| PILOT           | 16    | 13      | 29    | 180  |         | -      | 238   |
| COPILOT         |       |         |       | 3    |         |        | 3     |
| DUAL STUDENT    |       |         | 3     | 6    |         |        | 9     |
| CHECK PILOT     |       |         |       | 2    |         |        | 2     |
| FLIGHT ENGINEER |       |         |       |      |         |        |       |
| NAVIGATOR       |       |         |       |      |         |        |       |
| CABIN ATTENDANT |       |         |       |      |         |        |       |
| EXTRA CREW      |       |         |       |      |         |        |       |
| PASSENGERS      | 25    | 10      | 19    | 137  |         |        | 191   |
|                 |       |         |       |      |         |        |       |
| TOTAL           | 41    | 23      | 51    | 328  |         | ABOARD | 443   |
|                 |       |         |       |      |         |        |       |
| OTHER-AIRCRAFT  |       |         |       |      |         |        |       |
| OTHER-GROUND    | 2     |         | 2     | 1    |         |        | 5     |
|                 |       |         |       |      |         |        |       |
| GRAND TOTAL     | 43    | 23      | 53    | 329  |         |        | 448   |

| INVOLVES | 238 | TOTAL | ACCIDENTS |
|----------|-----|-------|-----------|
| INVOLVES | 20  | FATAL | ACCIDENTS |

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

|  | FATAL | SERIOUS | MINOR | NONE | UNKNOWN |        | TOTAL |  |
|--|-------|---------|-------|------|---------|--------|-------|--|
| PILOT<br>Copilot   | 20    | 7       | 16    | 27   |         | _      | 70    |  |
| DUAL STUDENT<br>Check Pilot<br>Flight Engineer<br>Navigator<br>Cabin Attendant | 3     |         | 2     | 2    |         |        | 7     |  |
| EXTRA CREW<br>PASSENGERS   | 21    | 4       | 10    | 32   |         |        | 67    |  |
| TOTAL  | 44    | 11      | 28    | 61   |         | ABOARD | 144   |  |
| OTHER-AIRCRAFT<br>OTHER-GROUND   |       | 2       | 1     |      |         |        | 3     |  |
| GRAND TOTAL  | 44    | 13      | 29    | 61   |         |        | 147   |  |

### INVOLVES 70 TOTAL ACCIDENTS INVOLVES 23 FATAL ACCIDENTS

### CAUSE/FACTOR TABLE

# COVERED BY THIS REPORT - ISSUE NO. 9 U. S. GENERAL AVIATION

### 1967

DOCKET NOS. 2-0826 THRU 2-0950 AND 3-3501 THRU 3-4100

### INVOLVES 725 TOTAL ACCIDENTS INVOLVES 66 FATAL ACCIDENTS

|  |         | AL ACCID |         | NONFATAL ACCIDENTS |        |          | ÀLL ACCIDENTS |            |       |
|--|---------|----------|---------|--------------------|--------|----------|---------------|------------|-------|
| ETAILED CAUSE/FACTOR   | CAUSE   | FACTOR   | TOTAL   |                    | FACTOR | TOTAL    | CAUSE         | FAC TOR    | TOT / |
| * PILOT **   |         |          |         |                    |        |          |               |            |       |
| LOT IN COMMAND<br>ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT  | 1       |          | 1       | 4                  | 1      | 5        | 5             | 1          |       |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL  | ī       |          | 1       | 12                 | 3      | 15       | 13            | 3          |       |
| BECAME LOST/DISORIENTED  | 2       |          | 2       | 7                  |        | 7        | 9             |            |       |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS<br>CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE         | 16<br>1 |          | 16<br>1 | 8<br>1             |        | 8<br>1   | 24<br>2       |            |       |
| DELAYED ACTION IN ABORTING TAKEOFF   | -       |          | _       | 17                 |        | 17       | 17            |            |       |
| DELAYED IN INITIATING GO-AROUND  | 1       |          | 1       | 12                 | •      | 12       | 13            |            |       |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT<br>EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT                     | 2       |          | 2       | 11                 | 2      | 13       | 11            | 2          |       |
| FAILED TO EXTEND LANDING GEAR  | -       |          | -       | 21                 |        | 21       | 21            |            |       |
| RETRACTED GEAR PREMATURELY   |         |          |         | 2                  |        | 2        | 2             |            |       |
| INADVERTENTLY RETRACTED GEAR<br>FAILED TO SEE AND AVOID OTHER AIRCRAFT   | 2       |          | 2       | 21                 |        | 21<br>1  | 21            |            |       |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT   | 2       |          | 2       | 1<br>23            |        | 23       | 3<br>25       |            |       |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED   | 21      |          | 21      | 50                 |        | 50       | 71            |            |       |
| FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT   |         |          | _       | _                  | 2      | 2        | _             | 2          |       |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC<br>IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | 3       | 3        | 3       | 5<br>20            |        | 5<br>20  | 5<br>23       | 3          |       |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS  | 5       |          | 5       | 43                 |        | 43       | 43            |            |       |
| IMPROPER OPERATION OF FLIGHT CONTROLS  | 1       |          | 1       | 12                 |        | 12       | 13            |            |       |
| PREMATURE LIFT OFF   |         |          |         | 3                  |        | 3        | 3             |            |       |
| IMPROPER LEVEL OFF<br>IMPROPER IFR OPERATION   | 2       |          | 2       | 45<br>1            |        | 45<br>1  | 45<br>3       |            |       |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING   | 3       |          | 3       | 8                  |        | - 8      | าเ            |            |       |
| IMPROPER COMPENSATION FOR WIND CONDITIONS  |         |          |         | 7                  | 1      | 8        | 7             | 1          |       |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING   | 9       |          | 9<br>1  | 49                 | 1      | 50       | 58            | 1          | -     |
| INADEQUATE SUPERVISION OF FLIGHT<br>LACK OF FAMILIARITY WITH AIRCRAFT  | 1       | 2        | 2       | 19<br>11           | 9      | 19<br>20 | 20<br>11      | 11         |       |
| MISMANAGEMENT OF FUEL SYSTEM   | 2       | -        | 2       | 19                 |        | 19       | 21            |            |       |
| EXERCISED POOR JUDGMENT  | 3       |          | 3       | 16                 |        | 16       | 19            |            |       |
| SELECTED UNSUITABLE TERRAIN<br>IMPROPER STARTING PROCEDURES  |         |          |         | 50<br>2            | 1      | 51<br>3  | 50<br>2       | 1          |       |
| STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT   |         |          |         | 6                  | •      | 6        | 6             | <b>•</b> . |       |
| TAXIED/PARKED WITHOUT PROPER ASSISTANCE  |         |          |         | 4                  |        | 4        | 4             |            |       |
| FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED  |         |          |         | 22                 |        | 22       | 22            |            |       |
| SPONTANEOUS-IMPROPER ACTION<br>MISJUDGED DISTANCE, SPEED, AND ALTITUDE   |         |          |         | 6<br>4             |        | 6        | 6<br>4        |            |       |
| MISJUDGED DISTANCE AND SPEED   |         |          |         | 49                 |        | 49       | 49            |            |       |
| MISJUDGED DISTANCE AND ALTITUDE  | 1       |          | 1       | 19                 |        | 19       | 20            |            |       |
| MISJUDGED SPEED  | 2       |          | 2       | 9<br>3             |        | 9        | 9<br>5        |            |       |
| MISJUDGED ALTITUDE<br>MISJUDGED CLEARANCE  | 3       |          | 3       | 11                 |        | 11 I     | 14            |            |       |
| MISUNDERSTANDING UF ORDERS OR INSTRUCTIONS   | -       |          |         | 1                  |        | ĩ        | ĩ             |            |       |
| IMPROPER RECOVERY FROM BOUNCED LANDING   | 1       |          | 1       | 29                 |        | 29       | 30            |            | :     |
| PHYSICAL IMPAIRMENT<br>SPATIAL DISORIENTATION  | 3<br>11 |          | 3<br>11 | 2                  |        | 2        | 5<br>- 11     |            | 1     |
| MISUSED OR FAILED TO USE FLAPS   |         | 1        | 1       | 4                  | 1      | 5        | 4             | 2          |       |
| LEFT AIRCRAFT UNATTENDED ENGINE RUNNING  |         |          |         | 2                  |        | 2        | 2             |            |       |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL   | 1       |          | 1       | 37                 |        | 37       | 38            |            | 3     |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND<br>FAILED TO ABORT TAKEOFF                                     |         |          |         | 9<br>5             | 1      | 10<br>5  | 9<br>5        | 1          | 1     |
| FAILED TO INITIATE GO-AROUND   |         |          |         | 15                 |        | 15       | 15            |            | 1     |
| DIRECT ENTRIES   |         |          |         | 2                  |        | 2        | 2             |            |       |
| SUBTOTAL   | 95      | 6        | 101     | 740                | 23     | 763      | 835           | 29         | 86    |
| AL STUDENT   |         |          |         |                    |        |          |               |            |       |

PAGE XXVIII

| C   | AUSE/FACT | OR TABLE |        |  |                       |  |  |                       |  |
|---|-----------|----------|--------|--|-----------------------|--|--|-----------------------|--|
| DUAL STUDENT (CONTINUED)  | FAT       | AL ACCID | ENTS   |  | TAL ACCI              |  | AL   | L ACCIDE              | NTS  |
|   | CAUSE     | FACTOR   | TOTAL  | CAUSE  | FACTOR                | TOTAL  | CAUSE  | FAC TOR               | TOTAL  |
| INADVERTENTLY RETRACTED GEAR<br>FAILED TO SEE AND AVDID OBJECTS OR OBSTRUCTIONS<br>FAILED TO OBTAIN/MAINTAIN FLYING SPEED<br>IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS<br>IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS<br>IMPROPER OPERATION OF FLIGHT CONTROLS<br>IMPROPER LEVEL OFF<br>FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED<br>MISJUDGED DISTANCE, SPEED, AND ALTITUDE<br>MISJUDGED DISTANCE AND SPEED   | 1         |          | 1      | 1<br>3<br>1<br>2<br>1<br>4<br>2<br>2<br>2                  |                       | 1<br>1<br>2<br>1<br>4<br>2<br>2<br>2                       | 1<br>4<br>1<br>2<br>1<br>4<br>2<br>2<br>2                          |                       | 1<br>1<br>2<br>1<br>4<br>2<br>2<br>2                                 |
| SUBTOTAL  | 1         |          | 1      | 20   |                       | 20   | 21   |                       | 21   |
| ** PERSONNEL **   |           |          |        |  |                       |  |  |                       |  |
| FLIGHT INSTRUCTOR<br>INADEQUATE SUPERVISION OF FLIGHT<br>INADEQUATE TRAINING OF STUDENT<br>Maintemance, Servicing, Inspection<br>Improper Maintenance(Maintenance Personnel)<br>Improper Maintenance(Owner Personnel)   | 1         |          | 1      | 1<br>1<br>4<br>2   | 3                     | 1<br>4<br>4<br>3   | 1<br>1<br>5<br>2   | 3                     | 1<br>4<br>5<br>3   |
| INFROPERLY SERVICED AIRCRAFTIOWNER-PILOT)<br>INADEQUATE INSPECTION OF ACFTIOWNER-PILOT PERSONNEL)<br>INADEQUATE MAINTENANCE AND INSPECTION<br>OPERATIONAL SUPERVISORY PERSONNEL   | 2         |          | 2      | 1<br>1<br>21   | 4                     | 1<br>1<br>25   | 1<br>1<br>23   | 4                     | 1<br>1<br>27   |
| INADEQUATE SUPERVISION OF FLIGHT CREW<br>INADEQUATE SUPERVISION/TRAINING OF RAMP CREWS<br>WEATHER PERSONNEL   |           |          |        | 1  | 1                     | 1<br>1   | 1  | 1                     | 1  |
| INCORRECT WEATHER FORECAST<br>TRAFFIC CONTROL PERSONNEL   |           | 1        | 1      |  |                       |  |  | 1                     | . 1  |
| FAILURE TO ADVISE OF UNSAFE WEATHER CONDITION<br>OTHER  | 1         | 1<br>1   | 2<br>1 | 1  |                       | 1  | 1<br>1   | 1<br>1                | 2<br>2   |
| AIRPORT SUPERVISORY PERSONNEL<br>IMPROPER MAINTENANCE-AIRPORT FACILITIES<br>FAILURE TO NOTIFY OF UNSAFE CONDITION<br>AIRWAYS FACILITIES PERSONNEL   |           |          |        | 1<br>2   |                       | 1<br>2   | 1<br>2   |                       | 1<br>2   |
| PRODUCTION-DESIGN<br>POOR/INADEQUATE DESIGN   | 1         |          | 1      | 1  |                       | 1  | 2  |                       | 2  |
| MISCELLANEOUS-PERSONNEL<br>PILOT OF OTHER AIRCRAFT<br>GROUND CREWHAN<br>PASSENGER<br>DRIVER OF VEHICLE<br>OTHER<br>OIRECT ENTRIES<br>THIRD PILOT<br>FLIGHT ENGINEER<br>DISPATCHING  | 2         |          | 2      | 2<br>2<br>3<br>2<br>1<br>1                                 | 2                     | 2<br>2<br>3<br>2<br>3<br>1                                 | 4<br>2<br>3<br>1<br>1  | 2                     | 4<br>2<br>3<br>2<br>3<br>1   |
| SUBTOTAL  | 7         | 3        | 10     | 48   | 11                    | 59   | 55   | 14                    | 69   |
| ** AIRFRAME **  |           |          |        |  |                       |  |  |                       |  |
| WINGS<br>SPARS<br>FUSELAGE<br>DOORS, DOOR FRAMES<br>WINDSHIELDS, WINDOWS, CANOPIES<br>LANDING GEAR<br>MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ET<br>NORMAL RETRACTION/EXTENSION ASSEMBLY<br>EMERGENCY/EXTENSION ASSEMBLY<br>TAILWHEEL ASSEMBLIES<br>WOSEWHEEL ASSEMBLIES<br>WHEELS, TIRES, AXLES<br>BRAKING SYSTEM (EMERGENCY)<br>LANDING GEAR WARNING AND INDICATING COMPONENTS<br>GEAR LOCKING MECHANISH<br>SWITCHES, LEVERS, CRANKING MECHANISH, ETC<br>NOSEWHEEL STEERING<br>FLIGHT CONTROL SURFACES | 1<br>C    |          | 1      | 1<br>2<br>11<br>12<br>1<br>6<br>6<br>4<br>1<br>3<br>3<br>2 | 3<br>1<br>1<br>7<br>1 | 1<br>1<br>24<br>12<br>6<br>7<br>4<br>1<br>7<br>3<br>4<br>2 | 1<br>1<br>2<br>2<br>1<br>2<br>1<br>6<br>6<br>4<br>1<br>3<br>3<br>2 | 3<br>1<br>1<br>7<br>1 | 1<br>1<br>2<br>24<br>12<br>2<br>6<br>7<br>4<br>1<br>7<br>3<br>4<br>2 |

PAGE XXIX

|  | CAUSE/FACI | UN TABLE | -      |        |          |        |        |          |        |
|--|------------|----------|--------|--------|----------|--------|--------|----------|--------|
| AIRFRAME (CONTINUED)   | FAT        | AL ACCID | DENTS  |        | TAL ACCI |        | AL     | L ACCIDE | NTS    |
|  | CAUSE      | FAC TOR  | TOTAL  | CAUSE  | FACTOR   | TOTAL  | CAUSE  | FACTOR   | TOTAL  |
| HORIZONTAL STABILIZER, ATTACHMENTS<br>VERTICAL STABILIZER, ATTACHMENTS | 2<br>1     |          | 2<br>1 |        |          |        | 2<br>1 |          | 2      |
| SUBTOTAL   | 4          |          | 4      | 63     | 13       | 76     | 67     | 13       | 80     |
| ** POWERPLANT **   |            |          |        |        |          |        |        |          |        |
| ENGINE STRUCTURE   |            |          |        |        |          |        |        |          |        |
| MASTER AND CONNECTING RODS<br>Cylinder Assembly                        |            |          |        | 1<br>2 |          | 1<br>2 | 1<br>2 |          | 1<br>2 |
| PISTON, PISTON RINGS   | 2          |          | 2      | 1      |          | 1      | 3      |          | 3      |
| VALVE ASSEMBLIES<br>OTHER  | 1          |          | 1      | 5      |          | 5      | 5<br>1 |          | 5<br>1 |
| IGNITION SYSTEM<br>MAGNETOES   |            |          |        | 2      |          | 2      | 2      |          | 2      |
| SPARK PLUG<br>Ignition Harness, shielding                              |            |          |        | 2      |          | 2      | 2      |          | 2      |
| SWITCHES   |            |          |        | 1      |          | 1      | i      |          | 1      |
| FUEL SYSTEM<br>TANKS   |            |          |        | 1      |          | 1      | 1      |          | 1      |
| LINES AND FITTINGS<br>Selector valves                                  |            |          |        | 1      |          | 1      | 1      |          | 1      |
| CARBURETOR   | 1          |          | 1      | 5      |          | 5      | 6      |          | 6      |
| VENTS, DRAINS, TANK CAPS<br>LUBRICATING SYSTEM                         |            |          |        | 3      |          | 3      | 3      |          | 3      |
| LINES, HOSES, FITTINGS<br>COOLING SYSTEM                               |            |          |        | 1      |          | 1      | 1      |          | 1      |
| BAFFLES  |            |          |        | 1      |          | 1      | 1      |          | 1      |
| PROPELLER AND ACCESSORIES<br>BLADES                                    |            |          |        | 2      |          | 2      | 2      |          | 2      |
| HYDRAULIC PITCH CONTROL MECHANISM<br>Other                             | 1          |          | 1      | 1<br>2 |          | 1<br>2 | 2<br>2 |          | 2<br>2 |
| EXHAUST SYSTEM<br>MANIFOLDS  |            |          |        | 1      |          | 1      | 1      |          | 1      |
| ENGINE ACCESSORIES   | •          |          |        | •      |          | •      |        |          |        |
| VACUUM PUMPS<br>GENERATORS   | 1          |          | 1      |        | 2        | 2      | 1      | 2        | 1<br>2 |
| ENGINE CONTROLS-COCKPIT<br>THROTTLE-POWER LEVER ASSEMBLIES             |            |          |        | 1      | 1        | 2      | 1      | 1        | 2      |
| MIXTURE CUNTROL ASSEMBLIES<br>POWERPLANT-INSTRUMENTS                   |            |          |        | 2      | _        | 2      | 2      | -        | 2      |
| FUEL QUANTITY GAUGE  |            |          |        |        | 2        | 2      |        | 2        | 2      |
| MISCELLANEOUS<br>POWERPLANT FAILURE FOR UNDETERMINED REASONS           |            |          |        | 18     |          | 18     | 18     |          | 18     |
| REDUCTION GEAR ASSEMBLY<br>GEARS, ACCESSORY DRIVE                      |            |          |        | 2      |          | 2      | 2      |          | 2      |
| COMPRESSOR ASSEMBLY  |            |          |        | 2      |          | ۲      | 2      |          | 2      |
| COMBUSTION ASSEMBLY<br>TURBINE ASSEMBLY                                |            |          |        |        |          |        |        |          |        |
| ACCESSORY DRIVE ASSEMBLY<br>LUBRICATING SYSTEM                         |            |          |        |        |          |        |        |          |        |
| FUEL SYSTEM<br>SAFETY SYSTEM   |            |          |        |        |          |        |        |          |        |
| IGNITION SYSTEM  |            |          |        |        |          |        |        |          |        |
| TORQUEMETER<br>AIR BLEED   |            |          |        |        |          |        |        |          |        |
| EXHAUST SYSTEM<br>Thrust reverser                                      |            |          |        |        |          |        |        |          |        |
| PROPELLER SYSTEM   |            |          |        |        |          |        |        |          |        |
| CONSTANT SPEED DRIVE<br>POWER LEVER                                    |            |          |        |        |          |        |        |          |        |
| PROPËLLER LEVER<br>Reverse thrust lever                                |            |          |        |        |          |        |        |          |        |
| ENGINE INDICATING EQUIPMENT<br>TACHUMETER                              |            |          |        | 1      |          | 1      | 1      |          | 1      |
| ENGINE INSTALLATION  |            |          |        | 1      |          | 1      | 1      |          | 1      |
| SUBTOTAL   | 6          |          | 6      | 58     | 5        | 63     | 64     | 5        | 69     |
| ** SYSTEMS **  |            |          |        |        |          |        |        |          |        |
|  |            |          |        |        |          |        |        |          |        |

ELECTRICAL SYSTEM

PAGE XXX

FATAL ACCIDENTS

NONFATAL ACCIDENTS

ALL ACCIDENTS

| SYSTEMS | (CONTINUED) |  |
|---------|-------------|--|
|         |             |  |

|   | CAUSE | FACTOR  | TOTAL | CAUSE   | FACTOR  | TOTAL   | CAUSE   | FACTOR  | TOTAL   |
|---|-------|---------|-------|---------|---------|---------|---------|---------|---------|
|   |       |         |       |         |         |         |         |         |         |
|   |       |         |       |         |         |         |         |         |         |
| BATTERIES   |       |         |       | 2       | 1       | 3       | 2       | 1       | 3       |
| GENERATORS/ALTERNATORS  |       |         |       | 1       | -       | 1       | 1       | -       | 1       |
| RELAYS AND WIRING<br>Hydraulic System                         |       |         |       | 1       |         | 1       | 1       |         | 1       |
| RESERVUIR, LINES, FITTINGS                                    |       |         |       |         | 1       | 1       |         | 1       | 1       |
| SEALS<br>FLIGHT CONTROL SYSTEMS                               |       |         |       | 1       |         | 1       | 1       |         | 1       |
| ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM                      |       |         |       |         | 1       | 1       |         | 1       | 1       |
| ANTI-ICING, DE-ICING SYSTEMS<br>CARBURETOR DE-ICING SYSTEM    |       |         |       | .4      |         | 4       | 4       |         | . 4     |
| AIR CONDITION, HEATING AND PRESSURIZATION                     |       |         |       |         |         |         | -       |         |         |
| AUTO PILOT<br>Fire Warning System                             |       |         |       |         |         |         |         |         |         |
| FIRE EXTINGUISHER SYSTEM                                      |       |         |       |         |         |         |         |         |         |
| OXYGEN SYSTEM<br>OTHER SYSTEMS                                |       |         |       |         |         |         |         |         |         |
|   |       |         |       |         |         |         |         |         |         |
| SUBTOTAL  |       |         |       | 9       | 3       | 12      | 9       | 3       | 12      |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **                   |       |         |       |         |         |         |         |         |         |
| FLIGHT AND NAVAGATION INSTRUMENTS                             |       |         |       |         |         | _       |         | _       | _       |
| AIRSPEED<br>ATTITUDE GYRD                                     |       | 1       | 1     |         | 1       | 1       |         | 1       | 1       |
| COMMUNICATIONS AND NAVIGATION EQUIPMENT                       |       | -       | -     |         |         |         |         |         | -       |
| MISCELLANEOUS EQUIPMENT                                       |       |         |       |         |         |         |         |         |         |
| SUBTOTAL  |       | 1       | 1     |         | 1       | 1       |         | 2       | 2       |
| ** ROTORCRAFT **  |       |         |       |         |         |         |         |         |         |
| ROTOR ASSEMBLIES  |       |         |       |         |         |         |         |         |         |
| MAIN ROTOR HEAD ASSEMBLIES                                    | 1     |         | 1     |         |         |         | 1       |         | 1       |
| TRANSMISSION ROTOR DRIVE SYSTEM<br>Engine drive shaft         |       |         |       | 1       |         | 1       | 1       |         | 1       |
| FLIGHT CONTROL SYSTEMS  |       |         |       |         |         |         |         |         |         |
| MISCELLANEOUS UNITS AND ASSEMBLIES<br>TAIL BOOMS/PYLONS/CONES |       |         |       | 1       |         | 1       | 1       |         | 1       |
| SUBTOTAL  | 1     |         | 1     | 2       |         | 2       | 3       |         | 3       |
| ** AIRPORTS/AIRWAYS/FACILITIES **                             | •     |         | •     | -       |         | 2       | ,       |         | -       |
|   |       |         |       |         |         |         |         |         |         |
| AIRPORT FACILITIES<br>OTHER                                   |       |         |       |         | 1       | 1       |         | 1       | 1       |
| AIRPORT CONDITIONS  |       |         |       |         |         |         |         |         |         |
| WET RUNWAY<br>ICE/Slush on Runway                             |       |         |       | 1       | 11      | 12      | 1       | 11      | 12      |
| SNOW ON RUNWAY  |       |         |       |         | ī       | ī       |         | 1       | 1       |
| UNMARKED OBSTRUCTIONS<br>SOFT SHOULDERS (RUNWAY)              |       |         |       | 1       | 1       | 2       | . 1     | 1       | - 2     |
| HIGH VEGETATION   |       |         |       | -       | 2       | 2       |         | 2       | 2       |
| HIDDEN HAZARD<br>Poorly maintained runway surface             |       |         |       | 3       | 5       | 3<br>5  | 3       | 5       | 3<br>5  |
| SOFT RUNWAY   |       |         |       | 2       | 3       | 5       | 2       | 3       | 5       |
| SOFT SHOULDERS (RAMP/TAXIWAY)<br>OTHER                        |       |         |       |         | 2       | 2<br>5  |         | 2<br>5  | 2<br>5  |
| AIRWAYS FACILITIES  |       |         |       |         | ,       | ,       |         |         | ,       |
| SUBTOTAL  |       |         |       | 8       | 35      | 43      | 8       | 35      | 43      |
| ** WEATHER **   |       |         |       |         |         |         |         |         |         |
| LOW CEILING   | 1     | 15      | 16    |         | 9       | 9       | 1       | 24      | 25      |
| RAIN  |       | 8       | 8     |         | 10      | 10      |         | 18      | 16      |
| FOG   | 1     | 10<br>1 | 11    |         | 9<br>2  | 9<br>2  | 1       | 19<br>3 | 20<br>3 |
| SNOW<br>ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC   | 2     |         | 2     |         | 2       | 2       | 2       | 2       | 4       |
| CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING           | 1     |         | 1     | 5       | 1       | 6       | 6       | 1       | 7       |
| UNFAVORABLE WIND CONDITIONS<br>SUDDEN WINDSHIFT               |       |         |       | 23<br>2 | 21<br>2 | 44<br>4 | 23<br>2 | 21<br>2 | 44<br>4 |
| TURBULENCE IN FLIGHT, CLEAR AIR                               |       |         |       | ī       |         | 1       | 1       |         | i       |
|   |       |         |       |         |         |         |         |         |         |

PAGE XXXI

| WEATHER (CONTINUED)   |       | AL ACCIE |        |                  | TAL ACCI     |                       | AL                    | L ACCIDE     | NTS                   |
|---|-------|----------|--------|------------------|--------------|-----------------------|-----------------------|--------------|-----------------------|
|   | CAUSE | FACTOR   | TOTAL  | CAUSE            | FACTOR       | TOTAL                 | CAUSE                 | FACTOR       | TOTAL                 |
| TURBULENCE, ASSOCIATED W/CLOUDS, THUNDERSTORMS<br>DOWNDRAFTS, UPDRAFTS  | 1     | 2        | 3      | 1                | 1<br>2       | 1<br>3                | 1                     | 3<br>2       | 4                     |
| LOCAL WHIRLWIND<br>LINE SQUALL  | 1     | 2        | 3      | 1                | 2            | 1                     | 1                     | 2            | 1                     |
| HIGH TEMPERATURE<br>Obstructions to vision  | -     | 1        | 1      | 1                | 5            | 5<br>1                | 1                     | 5            | 5                     |
| HIGH DENSITY ALTITUDE<br>Thunderstorm activity  | 1     | 1        | 1<br>1 |                  | 9<br>1       | 9<br>1                | 1                     | 10<br>1      | 10<br>2               |
| SUBTOTAL  | 8     | 40       | 48     | 34               | 74           | 108                   | 42                    | 114          | 156                   |
| ** TERRAIN **   |       |          |        |                  |              |                       |                       |              |                       |
| WET, SOFT GROUND<br>Snow-Covered<br>High Vegetation   |       |          |        | 2                | 18<br>1<br>9 | 20<br>1<br>9          | 2                     | 18<br>1<br>9 | 20<br>1<br>9          |
| HIDDEN OBSTRUCTIONS<br>Rough/uneven<br>Rough/uneven   |       |          |        | 3                | 1<br>20      | 4<br>20               | 3                     | 1<br>20      | 4<br>20               |
| HIGH OBSTRUCTIONS<br>Sanoy<br>Other   |       | 1        | 1      | 1                | 12<br>1<br>3 | 13<br>1<br>3          | 1                     | 13<br>1<br>3 | 14<br>1<br>3          |
| SUBTOTAL  |       | 1        | 1      | 6                | 65           | 71                    | 6                     | 66           | 72                    |
| ** MISCELLANEOUS **   |       |          |        |                  |              |                       |                       |              |                       |
| BIRD COLLISION<br>Vortex Turbulence<br>Prop/jet blast<br>Evasive Maneuver to avoid collision<br>Unqual Ified Person operated Aircraft |       |          |        | 2<br>1<br>3<br>5 | 1            | 2<br>1<br>3<br>3<br>6 | 2<br>1<br>3<br>3<br>5 | 1            | 2<br>1<br>3<br>3<br>6 |
| FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS<br>UNDETERMINED<br>DIRECT ENTRIES  | 5     |          | 5      | 7<br>10<br>3     | 1            | 8<br>10<br>3          | 7<br>15<br>3          | 1            | 8<br>15<br>3          |
| SUBTOTAL  | 5     |          | 5      | 34               | 2            | 36                    | 39                    | 2            | 41                    |
| GRAND TOTAL   | 127   | 51       | 178    | 1022             | 232          | 1254                  | 1149                  | 283          | 1432                  |
| <b>**</b> MISCELLANEOUS ACTS, CONDITIONS <b>**</b>  |       |          |        |                  |              |                       |                       |              |                       |
| IMPROPER OPER/FAILED TO USE CARB HEAT/DE-ICING EQUIP<br>CHECKLIST-FAILED TO USE<br>IMPROPER EMERGENCY PROCEDURES                      | 2     |          | 2      | 11<br>5          | 20<br>1      | 11<br>20<br>6         | 13<br>5               | 20<br>1      | 13<br>20<br>6         |
| INSTRUCTIONS-MISINTERPRETED<br>INSTRUMENTS-MISREAD OR FALLED TO READ<br>SEAT BELT NOT FASTENED  |       |          |        | 1                | 1            | 1<br>1<br>1           | 1                     | 1            | 1<br>1<br>1           |
| NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA<br>UNWARRANTED LOW FLYING  | 5     | 3        | 8      | 5<br>1           | 3            | 8<br>5                | 5                     | 37           | 8<br>13               |
| FAILED TO USE ALL AVAILABLE RUNWAY<br>Inattentive to fuel supply<br>Flew into blind canyon  | 1     | 1        | 1      | 1                | 2<br>1       | 2<br>2<br>1           | 2                     | 2<br>1<br>1  | 2<br>3<br>2           |
| POORLY PLANNED APPROACH<br>MISCALCULATED FUEL CONSUMPTION   |       | 1        | 1      | 3                | 5<br>1       | 8                     | 3                     | 5            | 8<br>5                |
| JETTISONED LOAD<br>STOLEN OR UNAUTHORIZED USE OF AIRCRAFT<br>LANDED ON FOAMED RUNNAY  |       | •        |        | 5                | 5<br>3<br>1  | 5                     | 5                     | 5<br>3       | 5<br>3                |
| IMPROPERLY SECURED<br>ELECTRICAL FAILURE  |       |          |        | 4<br>2           | 4            | 1<br>4<br>6           | 4<br>2                | 1<br>4       | 1<br>4<br>6           |
| ENGINE LOADED UP<br>Fatigue Fracture  | 2     |          | 2      | 6<br>7           |              | 6<br>7                | 6<br>9                |              | 6<br>9                |
| WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION<br>WRONG PART<br>Improper Alignment/adjustment  |       | 1        | 1      | 1                |              | 1<br>4                | 1                     | 1            | 1<br>1<br>4           |
| FAILURE OF TWO OR MORE ENGINES<br>SEPARATION IN FLIGHT  |       | 5        | 5      | 7                | 5<br>3       | 5                     | +                     | 5<br>8       | 4<br>5<br>8           |
| FIRE IN ENGINE<br>Lateral imbalance   |       | -        | -      | 1<br>2           | ĩ            | 2                     | 1<br>2                | ĩ            | 2                     |
| CORRODED/CORROSION<br>Pilot fatigue   |       | 1        | 1      | 4<br>1           | 2            | 4<br>3                | 4<br>1                | 3            | 4<br>4                |
|   |       |          |        |                  |              |                       |                       |              |                       |

PAGE XXXII

MISCELLANEOUS ACTS, CUNDITIONS (CONTINUED)

| MISCELLANEOUS ACTS, CUNDITIUNS (CONTINUED)                  | FAT   | AL ACCID | ENTS   | NONFA   | TAL ACCI | DENT S | AL      | L ACCIDE | NTS    |
|---|-------|----------|--------|---------|----------|--------|---------|----------|--------|
|   | CAUSE | FACTOR   | TOTAL  | CAUSE   | FACTOR   | TOTAL  | CAUSE   | FACTOR   | TOTAL  |
| FUEL EXHAUSTION   | 2     |          | 2      | 14      |          | 14     | 16      |          | 16     |
| FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL               |       |          | _      | 1       |          | 1      | 1       |          | 1      |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT             | 3     |          | 3      | 2       |          | 2      | 5       |          | .5     |
| ICE-CARBURETOR  | 2     |          | 2<br>1 | 15<br>1 | ,        | 15     | 17<br>2 |          | 17     |
| AIRFRAME ICE<br>Improperly loaded aircraft-weight-and/or cg | 1     | 1        | 1      | 6       | 1        | 7      | 6       | 1        | د<br>8 |
| WHITEOUT  |       | 1        | 1      | 1       | 1        | í      | 1       | 2        | 1      |
| SUNGLARE  |       |          |        | 1       | 6        | 6      | 1       | 6        | 6      |
| LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM               |       |          |        | 1       | 1        | 2      | 1       | 1        | 2      |
| OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM                    | 1     |          | 1      | i       | 1        | 1      | 2       |          | 2      |
| SIMULATED CONDITIONS  | 1     |          | i      | 6       | 4        | 10     | 7       | 4        | 11     |
| WATER IN FUEL   | -     |          | •      | 3       |          | 3      | 3       |          | 3      |
| AIRCRAFT CAME TO REST IN WATER                              |       | 5        | 5      | -       | 12       | 12     | -       | 17       | 17     |
| MISSING   |       | -        | -      | 1       | 1        | 2      | 1       | i        | 2      |
| HYDROPLANING ON WET RUNWAY                                  |       |          |        | -       | ī        | ĩ      | -       | ī        | ī      |
| OVERLOAD FAILURE  | 1     |          | 1      |         | 159      | 159    | 1       | 159      | 160    |
| MATERIAL FAILURE  | 2     | 1        | 3      | 40      | 3        | 43     | 42      | 4        | 46     |
| FUEL STARVATION   | 3     | _        | 3      | 29      |          | 29     | 32      |          | 32     |
| OIL STARVATION  | 1     |          | 1      |         |          |        | 1       |          | 1      |
| IMPROPER CLEARANCE-TOLERANCE                                |       |          |        | 2       |          | 2      | 2       |          | 2      |
| FUEL SELECTOR POSITIONED BETWEEN TANKS                      |       |          |        | 2       |          | 2      | 2       |          | 2      |
| IMPROPER/INADEQUATE VENTING                                 |       |          |        | 1       |          | 1      | 1       |          | 1      |
| POOR WELD   |       |          |        |         | 1        | 1      |         | 1        | 1      |
| PREVIOUS DAMAGE   |       |          |        | 6       | 3        | 9      | 6       | 3        | 9      |
| LEAK/LEAKAGE  |       |          |        | 1       |          | 1      | 1       |          | 1      |
| LOW FLUID LEVEL   |       |          |        | _       | 2        | 2      |         | 2        | 2      |
| CIRCUIT BREAKER POPPED                                      |       |          |        | 2       | 1        | 3      | 2       | 1        | 3      |
| DOWNWIND  |       |          |        | 1       | 21       | 22     | 1       | 21       | 22     |
| CARBON DEPOSITS   |       | 1        | 1      | 1       |          | 1      | 1       | 1        | 2      |
| LANDED IN CONSTRUCTION AREA                                 |       |          |        | 1       | 1        | 2      | 1       | 1        | 2      |
| GROUND RESONANCE  |       |          |        | 1       |          | 1      | 1       |          | 1      |
| BINDING   |       |          |        | 1       | 1        | 1      | 1       | 1        | 1      |
| BURNED<br>COLLAPSED   |       |          |        | i       |          | 1      | 1       |          | 1      |
| DETERIORATED  |       |          |        | 1       |          | 1      | 1       |          | 1      |
| DISCONNECTED  |       |          |        | i       | 1        | 2      | 1       | 1        | 2      |
| ELONGATED   |       |          |        | i       | 1        | 1      | i       | 1        | í      |
| ERRATIC   |       |          |        | •       | 1        | î      | •       | 1        | i      |
| IMPROPERLY INSTALLED  |       |          |        | 1       | -        | ĩ      | 1       | -        | i      |
| JAMMED  |       |          |        | 8       |          | 8      | 8       |          | 8      |
| OVERHEATED  |       |          |        | 1       |          | 1      | 1       |          | 'i     |
| PRESSURE TOO LOW  |       |          |        | 1       |          | 1      | 1       |          | ī      |
| PRESSURE, NONE  |       |          |        |         | 2        | 2      |         | 2        | 2      |
| SHEARED   |       |          |        | 2       |          | 2      | 2       |          | 2      |
| STUCK   |       |          |        | 3       |          | 3      | 3       |          | 3      |
| EXCESSIVE TEMPERATURE                                       |       |          |        |         | 1        | 1      |         | 1        | 1      |
| VIBRATION, EXCESSIVE  |       |          |        |         | 2        | 2      |         | 2        | 2      |

# DIRECT ENTRY CAUSES

PERSONNEL-INATTENTIVE TO ROTATING PROP. PILOT-ACFT ON AUTOPILOT,PLT ASLEEP. PILOT-FAILED TO JETTISON LUAD. FAILURE STARTED FROM 1/4 IN DRILLED HOLE-RT STRUT. MISC-DEER RAN IN FRONT OF ACFT. MISC-OVERHEATED STEEL SKID SHOE IGNITED COVERING.

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

PAGE XXXIII

#### DEPARTMENT OF TRANSPORTATION

WASHINGTON, D. C. 20591

BRIEFS OF ACCIDENTS

U. S. GENERAL AVIATION

#### 1967

| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   | INJUR                  |        |        | MZN    |   | PILOT DATA  |
|--------|---|---|---|------------------------|--------|--------|--------|---|---|
| 2-0826 | 9/27/67 PC<br>TIME - 1130                     |   | BENSEN BMX8<br>N-NONE<br>DAMAGE -SUBSTANTIAI  |                        |        |        |        | INSTRUCTIONAL<br>TRAINING                           | PRIVATE, AGE 37, 481 TOTA<br>Hours, None in Type. |
|        | TYPE OF ACC<br>Roll over                      |   |   | -                      | P      |        |        | OPERATION<br>Ng Power-on Landi                      | ING   |
|        | PILOT IN                                      | COMMAND - ATTEN<br>Command - Impro  | APTED OPERATION BEYON<br>OPER OPERATION OF FLI<br>(PE.LANDED IN GRAB.   |                        |        |        |        | LITY LEVEL  |   |
| 2-0827 | 9/21/67 EK<br>TIME - 143                      |   | PIPER PA-23<br>N-3321P<br>Damage -substantiai   |                        | 0<br>0 | 0<br>1 | 1<br>0 | NDNCOMMERCIAL<br>Pleasure                           | PRIVATE, AGE 28, 365 TOTA<br>Hours, 22 in type.   |
|        |   | IDENT<br>AILURE OR MALFUNCI<br>P LANDING  |   | -                      | P      | 1      | INFLI  | OPERATION<br>GHT NORMAL CRUISE<br>NG LEVEL OFF/TOUC |   |
|        | MISCELLA<br>FACTOR<br>MISCELLA<br>EMERGENCY C | COMMAND - MISMA<br>NEOUS ACTS,CONDIT<br>NEOUS ACTS,CONDIT<br>IRCUMSTANCES - FOR | NAGEMENT OF FUEL SYST<br>IONS – FUEL STARVATT<br>IONS – FAILURE OF TH<br>ICED LANDING OFF AIRPU<br>ALT-LOST LFT ENG OM AI | ION<br>NO OR<br>DRT ON | LA     | ND     |        |   | TY.FUEL IN OTHER TANKS.                           |

BRIEFS OF ACCIDENTS DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FL IGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ \_\_\_\_ \_\_\_\_\_ 2-0828 10/7/67 YUCCA VALLY.CALTE HUGHES 269B CR = 0 1 0NONCOMMERCIAL AIRLINE TRANSPORT. AGE 54. TIME - 1340 N-9367F PX - 0 1 0PLEASURE 10000 TOTAL HOURS, 183 IN TYPE, DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED INFLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS MISCELLANEOUS ACTS.CONDITIONS - POORLY PLANNED APPROACH REMARKS- PLT MANEUVERED ACET INTO ATTITUDE WHERE HE EXPERIENCED SETTIING WITH POWER CONDITIONS. CR- 0 1 0 NONCOMMERCIAL NONE, AGE 25, 46 TOTAL HOURS, 2-0829 10/8/67 MACON, GA PIPER PA-28 ALL IN TYPE. TIME - 0717 N-4171J PX- 0 0 1 PLEASURE DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH LANDING FINAL APPRDACH COLLIDED WITH DITCHES PROBABLE CAUSE PILOT IN COMMAND -MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND -PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS.CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT REMARKS- PLT SAID HE HAD BEEN DRINKING.3 WITNESSES SAID PLT AND PX SEEMED UNDER THE INFLUENCE OF ALCOHOL. NUNCOMMERCIAL 2-0830 10/14/67 HUNTINGTON B.CAL PIPER PA-24 CR- 0 1 0 PRIVATE, AGE 52, 266 TOTAL N-6296P HOURS, ALL IN TYPE. TIME - 1650 PX- 0 0 1 PLEASURE DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE PILUT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR MISCELLANEOUS ACTS. CONDITIONS - SUNGLARE 2-0831 10/15/67 CAHOKIA, ILL BRANTLY B2B CR-001 NONCOMMERCIAL PRIVATE, AGE 19, 105 TOTAL TIME - 0130 N-1120K PX- 0 0 0 PLEASURE HOURS, NONE IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION CULLIDED WITH PARKED AIRCRAFT LANDING POWER-ON LANDING PROBABLE CAUSE PILUT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT FACTOR MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- PARKED ACFT CESSNA 310 N3632D SUBSTANTIAL DAMAGE.PLT SAID HAD NOT PREVIOUSLY RIDDEN IN A HELICOPTR

|                |  |   |  | OF ACC                          |                   |             |  |   |
|----------------|--|---|--|---------------------------------|-------------------|-------------|--|---|
| DOCKET         |  |   | AIRCRAFT DATA  | INJUR                           | ES<br>F S         | M/N         | FLIGHT<br>PURPOSE                              | PILOT DATA  |
| 2-083 <b>2</b> | 10/19/67 CG<br>TIME - 0520             | DY,WY0  | CESSNA 170<br>N-4242V<br>DAMAGE -NONE<br>O PERSON  | CR<br>PX<br>DT                  | 0 0<br>0 0<br>0 1 | 1<br>0<br>2 | NONCOMMERCIAL<br>BUSINESS                      | PRIVATE, AGE 40, 1200 TOTAL<br>Hours, 1000 in Type.     |
|                | PROPELLER                              | VENT<br>/ROTOR ACCIDENT T   | O PERSON   |                                 | РНА               | TAXI        | TO TAKEOFF                                     |   |
|                | PERSONNEL                              | EOUS-PERSONNEL -<br>-INATTENTIVE TO R   |  | •                               |                   |             |  |   |
| 2-0833         | 10/21/67 ME<br>TIME - 2220             | DFORD,NJ  | BEECH A23<br>N-5956S<br>DAMAGE -NONE   | CR-<br>PX-<br>DT-               | 0 0<br>0 0<br>0 1 | 1<br>0<br>0 | NONCOMMERCIAL<br>PLEASURE                      | PRIVATE, AGE 22, 130 TOTAL<br>Hours, 17 In Type.        |
|                | TIFE OF ACCT                           | DENT<br>/ROTOR ACCIDENT T   |  |                                 |                   | JL 0.       | OPERATION<br>C IDLING ENGINE/S                 |   |
|                |  | COMMAND - EXERC   | ISED POUR JUDGMENT<br>ACFT TO PULL CHOCK   | FROM NO                         | ISE W             | HEEL.       |  |   |
| 2-0834         | 10/24/67 ME<br>TIME - 1010             | XICAN HAT,UT  | CESSNA 210<br>N-2711K<br>DAMAGE -SUBSTANTI   | CR-<br>PX-<br>AL                | 00<br>01          | 1<br>0      | NONCOMMERCIAL<br>BUSINESS                      | PRIVATE, AGE 65, 1820 TOTAL<br>Hours, 42 in type.       |
|                | TYPE OF ACCI<br>OVERSHOOT<br>ENGINE FA |   | ION  |                                 |                   | LANDI       | OPERATION<br>NG LEVEL OFF/TOUC<br>NG GO-AROUND | HDOWN   |
|                | PILOT IN<br>PILOT IN<br>EMERGENCY CI   | COMMAND — MISJU<br>COMMAND — DELAY<br>COMMAND — IMPRO<br>RCUMSTANCES — FOR                            | DGED DISTANCE AND S<br>ED IN INITIATING GU<br>PER OPEKATION OF PO<br>CED LANDING UN AIRP<br>U,GEAR FAILED.PLT A              | -AROUND<br>WERPLANT<br>ORT/SEAF | LANE              | BASE        | THELIPORT                                      | ТО САТСН.   |
| 2-0835         | 10/25/67 DA<br>TIME - 0945             | VIE,FLA   | BELL 47G<br>N-17271<br>DA <b>MA</b> GE - SUBSTANTI   | CR-<br>PX-                      | 00<br>00          | 1<br>1      | NONCOMMERCIAL<br>WILD LIFE SURVE               | COMMERCIAL, AGE 39, 3345<br>Y TOTAL HOURS, 432 IN TYPE. |
|                | TYPE OF ACCI<br>Engine fa<br>Hard Land | ILURE OR MALFUNCT   | N-17271<br>DAMAGE -SUBSTANTI<br>ION  |                                 |                   |             | OPERATION<br>FF RUNNING<br>NG LEVEL OFF/TOUC   | HDOWN   |
|                | MAINTENAN<br>EMERGENCY CI              | T – IGNITION SYST<br>EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>CE,SERVICING,INSP<br>RCUMSTANCES – FOR | EM – SPARK PLUG<br>ONS – IMPROPER CL<br>ONS – CARBON DEPO<br>ECTION – INADEQUA<br>CED LANDING OFF AIR<br>KCESSIVE GAP+OR CLO | TE MAINT<br>PORT UN             | ENAN<br>LAND      | CEAN        | D INSPECTION                                   | PRE-TAKEOFF ENG CHECK OK                                |

|        |  |   | BRIEFS   |            |           |     |       |   |  |
|--------|--|---|--|------------|-----------|-----|-------|---|--|
| DUCKET | DATE                                   | LOCATION  | AIRCRAFT DATA  | INJUR      | IES       |     | M/N   | FLIGHT<br>PURPOSE                                     | PILOT DATA   |
|        | 10/28/67 H                             | DPEWELL JCT.,NY<br>5  | CESSNA 172<br>N-1753F<br>DAMAGE -DESTROYED   | CR-<br>PX- |           |     |       | NONCOMMERCIAL<br>PLEASURE                             | PRIVATE, AGE 45, 232 TOTAL<br>Hours, 194 In Type.  |
|        | TYPE OF ACC<br>OVERSHUD<br>STALL       |   |  |            | Ρ         | L I | AND   | F OPERATION<br>ING LEVEL OFF/TOU<br>ING GO-AROUND     | CHDOWN   |
|        | PILOT IN                               | COMMAND - MISJUE<br>COMMAND - DELAYE  | DGED DISTANCE AND SF<br>ED IN INITIATING GO-<br>D TU OBTAIN/MAINTAIN                       | AROUND     |           | PEI | ĒD    |   |  |
| 2-0837 | 10/30/67 W<br>TIME - 222               |   | CESSNA 140<br>N-89161<br>DAMAGE -DESTROYED   | CR-<br>PX- |           |     |       | NONCOMMERCIAL<br>Pleasure                             | COMMERCIAL, AGE 22, 190 TOTAL<br>Hours, 6 in type. |
|        |  | IDENT<br>AILURE DR MALFUNCTI<br>WITH TREES                                      |  |            | Ρ         | 1   | TAKE  | F OPERATION<br>OFF INITIAL CLIMB<br>ING LEVEL OFF/TOU | CHDOWN   |
|        | MISCELLA<br>EMERGENCY C                | COMMAND - INADEO<br>NEOUS ACTS,CONDITIO<br>IRCUMSTANCES - FORO                  | QUATE PREFLIGHT PREF<br>INS - OIL EXHAUSTI<br>EED LANDING OFF AIRF<br>JART OF DIL FOUND IM | UN-ENG     | INE<br>LA | LU  | JBRIC |   |  |
| 2-0838 | 11/3/67 Ř<br>TIME – 133                | DCK SPRINGS,WYD<br>0  | PIPER PA-24<br>N-7356P<br>DAMAGE -DESTROYED  | CK-<br>PX- |           |     |       | NDNCOMMERCIAL<br>Pleasure                             | PRIVATE, AGE 56, 1030 TOTAL<br>Hours, 189 in type. |
|        | TYPE OF ACC<br>Engine f<br>Gear Col    | AILURE OR MALFUNCT  |  |            | Ρ         | 1   | INFLI | F OPERATION<br>IGHT NORMAL CRUIS<br>ING ROLL          | =  |
|        |  | COMMAND - MISMAN  | AGEMENT OF FUEL SYS<br>DNS - FUEL STARVAT  |            |           |     |       |   |  |
|        | EMERGENCY C                            |   | DNS – OVERLUAD FA]<br>GED LANDING OFF AIRF<br>K.   |            | LA        | ND  |       |   |  |
| 2-0839 | 11/5/67 S<br>TIME - 132                | CHUYLERVILLE,NY<br>5  | PIPER J-3<br>N-42345<br>Damage -Destroyed  | CR-<br>PX- |           |     |       | NONCOMMERCIAL<br>Pleasure                             | PRIVATE, AGE 34, 253 TOTAL<br>Hours, 100 in type.  |
|        | TYPE OF ACC<br>COLLISIO                | IDENT<br>N WITH GROUND/WATER  |  |            | Pi        |     |       | F OPERATION<br>IGHT UNCONTROLLED                      | DESCENT  |
|        | PILOT IN<br>WEATHER BRI<br>WEATHER FOR | - UNFAVORABLE WIN<br>COMMAND - INADEC<br>EFING - NO BRIEFING<br>ECAST - UNKNOWN | UATE PREFLIGHT PREF  |            | N AI      | ND  | OR P  | PLANNING  |  |

BRIEFS OF ACCIDENTS

|        |  |  | BRIEFS  |                    |              |     |          |       |   |   |
|--------|--|--|---|--------------------|--------------|-----|----------|-------|---|---|
| DOCKET | DATE   | LOCATION   | AIRCRAFT DATA   |                    | RIES         | S   |          | 'N    | FLIGHT<br>PURPOSE                               | PILOT DATA  |
| 2-0840 |  | HULA VISTA,CALIF   |   | РХ-                | 1<br>0       | C   |          | ) []  | NSTRUCTIONAL<br>TRAINING                        | COMMERCIAL, AGE 47, 252 TOTAL<br>Hours, 22 IN Type.           |
|        | TYPE OF ACCI<br>MISCELLAN<br>CULLISION           |  |   |                    | ſ            |     | LAN      | DING  | PERATION<br>TRAFFIC PATTERN<br>T UNCONTROLLED D |   |
|        | PROBABLE CAU<br>PILOT IN<br>FACTOR               |  | PER OPERATION OF FL   | IGHT C             | ONTI         | ROL | .s       |       |   |   |
|        |  |  | DF FAMILIARITY WITH<br>RPOISING IN FLIGHT,  |                    |              | UCK | CRU      | DDER  | AND PROP.PLT POW                                | ERED GYRO TIME-1 HR.  |
| 2-0841 | 11/5/67 MI<br>TIME - 1420                        | URGANVILLE,NJ  | CESSNA 150E<br>N-3927U<br>Damage -Destroyed   | CR-<br>PX-         |              |     |          |       | DNCOMMERCIAL<br>PLEASURE                        | PRIVATE, AGE 28, 72 TOTAL<br>Hours, 4 in type.                |
|        | TYPE OF ACC<br>UNDERSHOU<br>COLLIDED             |  |   |                    | 1            |     | LAN      | IDING | PERATION<br>FINAL APPROACH<br>FINAL APPROACH    |   |
|        | PILOT IN<br>PILUT IN                             | COMMAND - MISJU<br>COMMAND - FAILE   | DGED DISTANCE AND A<br>D TO SEE AND AVDID (<br>FED ATTENTION FROM (<br>N BASE LEG.  | DBJECT             | S 01         |     |          |       |   |   |
| 2-0842 | 11/9/67 SH<br>TIME - 1210                        | HAFTER,CALIF   | BELL 47G<br>N−8H<br>DAMAGE -SUBSTANTI   | CR-<br>PX-         |              |     |          |       | ISCELLANEOUS<br>TEST                            | COMMERCIAL, AGE 48, 14250<br>Total Hours, 4200 in Type.       |
|        | TYPE OF ACC<br>Engine F/<br>Hard Land            | AILURE OR MALFUNCT   |   |                    | í            |     | INF      | LIGH  | PERATION<br>T NORMAL CRUISE<br>LEVEL OFF/TOUCH  | DOWN  |
|        | MISCELLA<br>MAINTENA<br>PILOT IN<br>EMERGENCY CI | NT — FUEL SYSTEM ~<br>NEOUS — FOREIGN N<br>NCE,SERVICING,INSP<br>COMMAND — IMPRO<br>IRCUMSTANCES — FOR | CARBURETOR<br>MATERIAL AFFECTING M<br>ECTION - INADEQUA<br>PER OPERATION OF FL<br>DED LANDING OFF AIR<br>LES IN BOWL, SCREEN. | TE MAII<br>Ight ci | NTE!<br>ONTI | NAN | ICE<br>S |       | INSPECTION                                      |   |
| 2-0843 | 11/12/67 TU<br>TIME - 1700                       |  | RYAN ST-3KR<br>N-1344<br>DAMAGE -MINDR  | CR-<br>PX-<br>OT-  | 0            | 0   | ) 1      |       | DNCOMMERCIAL<br>PLEASURE                        | COMMERCIAL,FL.INSTR., AGE 25,<br>575 TOTAL HOURS, 35 IN TYPE. |
|        | TYPE OF ACCI<br>PROPELLER                        | IDENT<br>R/ROTUR ACCIDENT TO   | PERSON  |                    | f            |     |          |       | PERATION<br>STARTING ENGINE/                    | s   |
|        | FACTOR<br>MISCELLA<br>PILOT IN                   | NÉOUS-PERSONNEL -<br>NEOUS ÀCTS,CONDITIC<br>COMMAND - IMPROI   | GROUND CREWMAN<br>DNS - FIRE IN ENG<br>DER STARTING PROCEDI<br>DPPING ENG. FIRE IN  | JRE S              | ACF          | FT  | NOT      | EQUI  | IPPED WITH STARTE                               | R.  |

BRIEFS OF ACCIDENTS DOCKET DATE LOCATION AIRCRAFT DATA **INJURIES** FLIGHT PILOT DATA F S M/N PURPOSE COMMERCIAL, AGE 25, 1850 2-0844 11/16/67 NR.HUNTINGTON, CALIF BELL 47G-2 CR- 0 0 1 COMMERCIAL TIME - 1550 N-2870B PX- 0 0 0 CTR CARGO - D TOTAL HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER TAKEOFF ABORTED PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. MISCELLANEOUS ACTS, CONDITIONS - LATERAL IMBALANCE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT LATERAL CONTROL PROBLEM REMARKS- 315 LB TOOL LOADED ON RT CARGO RACK. 2-0845 11/16/67 NEWARK APT FAC, NJ BELL 47G CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 31, 2641 TIME - 0838 AIR TAXI - PASSG TOTAL HOURS, 167 IN TYPE. N-940B PX- 0 0 0 DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT PROPELLER/JET/ROTOR BLAST STATIC IDLING ENGINE/S STATIC IDLING ENGINE/S ROLL OVER PROBABLE CAUSE MISCELLANEOUS - PROP/JET BLAST PILOT IN COMMAND - LEFT AIRCRAFT UNATTENDED, ENGINE RUNNING 2-0846 11/18/67 CLAUDE, TEX PIPER PA-22 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 58, 600 TOTAL TIME - 1600 N-3235Z PX- 0 1 BUSINESS HOURS, 100 IN TYPE. 0 DAMAGE - SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING GO-AROUND PROBABLE CAUSE PILOT IN COMMAND -SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED REMARKS- PLT ATTEMPTING TO LAND ON DIRT ROAD.70 DEGREE CROSSWIND OF 13 KTS WITH GUSTS. 2-0847 11/21/67 COLDWATER, MICH PIPER J3C-65 CR- 0 1 0 NONCOMMERCIAL PRIVATE, ... AGE 42, 153 TOTAL TIME - 1030 N-42795 PX- 0 0 1 PLEASURE HOURS, 17 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION STALL INFLIGHT LOW PASS PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED

|        |  |   | AIRCRAFT DATA  |   | F           | S  | M/N  | PURPOSE   | PILOT DATA   |
|--------|--|---|--|---|-------------|--|--|---|--|
| 2-0848 | 11/23/67 S<br>TIME - 161   | AN ANTONIO,TEX<br>B   | MOUNEY M2OC<br>N-6471U<br>DAMAGE -SUBSTANTIAL  | С R<br>РХ   |             |  |  | NONCOMMERCIAL<br>PLEASURE   | COMMERCIAL, AGE 46, 1600<br>Total Hours, 300 in Type.                                      |
|        |  | IDENT<br>Ailure or Malfunci<br>P Landing  |  |   | F           | T  | AKEO   | OPERATION<br>DFF INITIAL CLIMB<br>NG LEVEL OFF/TOUC                                       |  |
|        | MISCELLA<br>MISCELLA<br>MAINTENA<br>FACTOR<br>TERRAIN<br>EMERGENCY C   | NT – FUEL SYSTEM –<br>NEGUS ACTS,CONDITI<br>NEGUS ACTS,CONDITI<br>NCE,SERVICING,INSF<br>– ROUGH/UNEVEN  | ONS - IMPROPER ALIC<br>ONS - FUEL STARVATI<br>ECTION - INADEQUATE<br>CED LANDING OFF AIRPO   | ON<br>MAIN  | ITEN        | IANC   |  |   |  |
| 2-C349 | 11/25/67 S<br>TIMÉ - 090   | T.CHARLES,MO<br>D   | PIPER PA-28<br>N-7020W<br>DAMAGE -NONE   | CR-<br>PX-  | 0<br>0      | 1<br>0   | 0<br>0   | NONCOMMERCIAL<br>Pleasure   | PRIVATE, AGE 46, 364 TOTA<br>Hours, 25 in Type.  |
|        | TYPE OF ACC  | IDENT<br>R/RUTOR ACCIDENT 1   |  |   | F           | PHAS   | SE OF  | OPERATION   |  |
|        | PROBABLE CA  | ISE   |  |   |             |  |  |   |  |
|        | PILUT IN   |   | ED ENGINE WITHOUT PRO<br>TO WEAK BATTERY.  | PER A   | \$\$51      | (STA   | NCE/   | 'EQUIPMENT  |  |
| 2-0850 | PILUT IN<br>REMARKS- PL<br>11/28/67 II<br>TIME - 130   | CUMMAND — STARI<br>( PROPPED ENG DUE<br>NDIANAPULIS,IND<br>C  | TO WEAK BATTERY.   | CR-<br>PX-<br>OT-                                 | 000         | 0<br>0<br>1  | 1<br>0<br>0  | INSTRUCTIONAL<br>TRAINING   | STUDENT, AGE 25, 18 TOTAL<br>Hours, all in type.   |
| 2-0850 | PILUT IN<br>REMARKS- PL<br>11/26/67 II<br>TIME - 130<br>TYPE OF ACC  | CUMMAND — STARI<br>( PROPPED ENG DUE<br>NDIANAPULIS,IND<br>C  | TU WEAK BATTERY.<br>CESSNA 150E<br>N-4063U<br>DAMAGE -NONE   | CR-<br>PX-<br>OT-                                 | 000         | 0<br>0<br>1<br>PHAS  | 1<br>0<br>0<br>5E OF   |   | STUDENT, AGE 25, 18 TOTAL<br>Hours, all in type.   |
| 2-0850 | PILUT IN<br>REMARKS- PL<br>11/28/67 II<br>TIME - 130<br>TYPE OF ACC<br>PROPELLE<br>PROBABLE CA   | CUMMAND — START<br>( PROPPED ENG DUE<br>NDIANAPULIS,IND<br>0<br>IDENT<br>K/KOTOR ACCIDENT T   | TU WEAK BATTERY.<br>CESSNA 150E<br>N-4063U<br>DAMAGE -NONE<br>TO PERSON  | CR-<br>PX-<br>OT-                                 | 000         | 0<br>0<br>1<br>PHAS  | 1<br>0<br>0<br>5E OF   | INSTRUCTIONAL<br>TRAINING<br>© OPERATION  |  |
| 2-0850 | PILUT IN<br>REMARKS - PL<br>11/28/67 II<br>TIME - 130<br>TYPE OF ACC<br>PROPELLE<br>PROBABLE CA<br>MISCELLA<br>FACTOR<br>FLIGHT II   | CÚMMAND — START<br>( PROPPED ENG DUE<br>NUIANAPULIS,IND<br>C<br>IDENT<br>K/KDTOR ACCIDENT T<br>USE<br>NEOUS-PERSONNEL —<br>NSTRUCTOR — INAL   | TU WEAK BATTERY.<br>CESSNA 150E<br>N-4063U<br>DAMAGE -NONE<br>O PERSON<br>GROUND CREWMAN<br>DEQUATE TRAINING OF SI   | CR-<br>PX-<br>OT-                                 | 0<br>0<br>4 | 0<br>0<br>1<br>2<br>1<br>8   | 1<br>0<br>5e of<br>5tati                                     | INSTRUCTIONAL<br>TRAINING<br>OPERATION<br>C STARTING ENGINE                               |  |
|        | PILUT IN<br>REMARKS- PL<br>11/28/67 II<br>TIME - 130<br>TYPE OF ACC<br>PROPELLE<br>PROBABLE CA<br>MISCELLA<br>FACTOR<br>FLIGHT II<br>REMARKS- ST   | GUMMAND - START<br>FROPPED ENG DUE<br>NUIANAPULIS,IND<br>G<br>IDENT<br>K/KDTOR ACCIDENT T<br>USE<br>NEDUS-PERSONNEL -<br>NSTRUCTOR - INAU<br>ARTER INOPERATIVE.   | TU WEAK BATTERY.<br>CESSNA 150E<br>N-4063U<br>DAMAGE -NONE<br>TO PERSON<br>GROUND CREWMAN<br>DEQUATE TRAINING OF SI<br>MECHANIC PROPPED ENG  | CR-<br>PX-<br>OT-<br>UDENT<br>WAS S<br>CR-<br>PX- | 0<br>0<br>F | 0<br>0<br>1<br>Phas<br>S   | 1<br>O<br>SE OF<br>STATI                                     | INSTRUCTIONAL<br>TRAINING<br>OPERATION<br>C STARTING ENGINE<br>NRM.STUDENT NOT TAU        | E/S  |
|        | PILUT IN<br>REMARKS- PL<br>11/28/67 II<br>TIME - 130<br>TYPE OF ACC<br>PROPELLE<br>PROBABLE CA<br>MISCELLA<br>FACTOR<br>FLIGHT II<br>REMARKS- ST   | CUMMAND - STAR<br>F PROPPED ENG DUE<br>NUIANAPULIS,IND<br>O<br>IDENT<br>K/KOTOR ACCIDENT T<br>USE<br>NEDUS-PERSONNEL -<br>NSTRUCTOR - INAL<br>ARTER INOPERATIVE.<br>R.ANCHURAGE,ALAS<br>5<br>IDENT                | TU WEAK BATTERY.<br>CESSNA 150E<br>N-4063U<br>DAMAGE -NONE<br>TO PERSON<br>GROUND CREWMAN<br>DEQUATE TRAINING OF SI<br>MECHANIC PROPPED ENG<br>BELL 47G-2A<br>N-3495E  | CR-<br>PX-<br>OT-<br>UDENT<br>WAS S<br>CR-<br>PX- |             | 0<br>0<br>1<br>9<br>9<br>9<br>9<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 1<br>O<br>SE OF<br>STATI                                     | INSTRUCTIONAL<br>TRAINING<br>OPERATION<br>C STARTING ENGINE<br>NRM.STUDENT NOT TAU        | E/S<br>JGHT HAND PROP PROCEDURES<br>Commercial, Age 36, 9800<br>Total Hours, 3000 in Type. |
|        | PILUT IN<br>REMARKS- PL<br>11/28/67 II<br>TIME - 130<br>TYPE OF ACC<br>PROPELLEI<br>PROBABLE CAI<br>MISCELLAI<br>FACTOR<br>FLIGHT IN<br>REMARKS- ST<br>12/15/67 NI<br>TIME - 221<br>TYPE OF ACC<br>HARD LAN<br>PROBABLE CAI<br>PLOT IN<br>PILUT_IN | CÚMMAND — STAR<br>( PROPPED ENG DUE<br>NUIANAPULIS,IND<br>O<br>IDENT<br>K/KOTOR ACCIDENT T<br>USE<br>NEDUS-PERSONNEL —<br>NSTRUCTOR — INAL<br>ARTER INOPERATIVE.<br>R.ANCHURAGE,ALAS<br>5<br>IDENT<br>DING<br>USE | TU WEAK BATTERY.<br>CESSNA 150E<br>N-4063U<br>DAMAGE -NONE<br>TO PERSON<br>GROUND CREWMAN<br>DEQUATE TRAINING OF ST<br>MECHANIC PROPPED ENG,<br>BELL 47G-2A<br>N-8495E<br>DAMAGE -SUBSTANTIAN<br>NE LOST/DISORIENTED<br>IPER OPERATION OF FLIC | CR-<br>PX-<br>OT-<br>WASS<br>CR-<br>PX-           |             | 0<br>0<br>1<br>9<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 1<br>0<br>55E OF<br>5TATI<br>0N A<br>1<br>2<br>5E OF<br>ANDI | INSTRUCTIONAL<br>TRAINING<br>OPERATION<br>C STARTING ENGINE<br>NONCOMMERCIAL<br>CORP/EXEC | E/S<br>JGHT HAND PROP PROCEDURES<br>Commercial, Age 36, 9800<br>Total Hours, 3000 in Type. |

|       |   |  | BRIEFS  |   | -                       |                |                                 |   |  |
|-------|---|--|---|---|-------------------------|----------------|---------------------------------|---|--|
| OCKET | DATE  |  | AIRCRAFT DATA   | INJUR   | IES<br>F                | s<br>s         | M/N                             |   | PILOT DATA   |
| -0852 | 12/21/67 LI<br>TIME - 1330  | EBANON , VA  | SIKORSKY H-19G<br>N-1562<br>DAMAGE -SUBSTANTIA                        | CR-<br>PX-  | 0<br>0                  | 0<br>0         | 2<br>0                          | COMMERCIAL<br>AERIAL APPLIC                       | COMMERCIAL, AGE 31, 3803<br>Total Hours, 2021 in type. |
|       | TYPE OF ACC<br>MISCELLA   | IDENI  |   |   | F                       | "HAS           | SE UN                           | OPERATION<br>C IDLING ROTORS                      |  |
|       | FACTOR<br>PILOT IN  | COMMAND - LEFT<br>COMMAND - FAIL   | AIRCRAFT UNATTENDED,<br>ED TU USE OR INCORREC<br>VIL CONE.CREWMAN WAS | TLY US  | ED                      | MIS            | SC.EG                           |   | ION LOCK NOT TIGHTENED.                                |
| -0853 |   |  | DAMAGE -DESTROYED   |   |                         |                |                                 |   | COMMERCIAL, AGE 47, 7487<br>Total Hours, 441 in type.  |
|       | TYPE OF ACC<br>Engine F<br>Collision  | IDENT<br>AILURE OR MALFUNCT<br>N WITH GROUND/WATE  | ION<br>ER UNCONTROLLED  |   | F                       | PHAS<br>I<br>I | SE OF<br>INFLI<br>INFLI         | OPERATION<br>GHT NORMAL CRUIS<br>GHT UNCONTROLLED | E<br>DESCENT   |
|       | PILOT IN<br>MISCELLAI<br>MISCELLAI<br>WEATHER -<br>WEATHER -<br>POWERPLAI<br>WEATHER BRI<br>WEATHER FOR<br>MISSING AIRI | CUMMAND - INAD<br>COMMAND - IMPRG<br>NEOUS ÀCTS,CONDIT<br>CONDITIONS CON<br>ICING CONDITIONS<br>T - ENGINE ACCESS<br>FFING - PARTIAL B<br>ECAST - FORECAST<br>ECAST - FORECAST |   | IERPLAN<br>R./FAI<br>OR<br>ICTION<br>REEZING<br>IPS<br>RSON | T &<br>Leo<br>Sys<br>R/ | STEP<br>STEP   | DWERF<br>D USE<br>4 ICI<br>ETC. | 'LANT CONTROLS<br>CARB.HEAT/DEICIN<br>NG          | G EQUIP.<br>Pump on right engine.                      |
| -0854 | 4/28/67 AG<br>TIME - 1209   | CWORTH,GA  | DAMAGE -DESTROYED   |   |                         |                |                                 |   | COMMERCIAL, AGE 30, 6822<br>Total Hours, 2235 in type. |
|       | TYPE OF ACC<br>AIRFRAME   |  |   |   | F                       | PHAS<br>1      | SE OF                           | OPERATION<br>GHT OTHER                            |  |
|       | FACTOR<br>MISCELLA  | SPARS<br>NEOUS ACTS,CONDIT<br>NEOUS ACTS,CONDIT  | CONS - FATIGUE FRAC<br>CONS - AIRCRAFT CAM<br>R ELLIPTICAL STEEL TU   | IE TO R   | £S1                     | ( I)           | 4 WA1                           | ER  |  |

|        |   |   | BRIEFS  | OF AC                    | IDE  | INTS | 5   |   |  |
|--------|---|---|---|--------------------------|------|------|-----|---|--|
| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   | INJU                     |      |      | M/N | FLIGHT<br>PURPOSĘ                                   | PILOT DATA   |
| 2-0855 | 7/31/67 M/<br>TIME - 1442                         | ADISON∌ÜHIO<br>2  | ERCO 415-C<br>N-2913H<br>DAMAGE -DESTROYED  | CR-<br>PX-               |      |      |     | NONCOMMERCIAL<br>PLEASURE                           | COMMERCIAL, AGE 26, 298 TOTAL<br>Hours, Unknown in Type. |
|        | TYPE OF ACCI<br>COLLISIO                          | IDENT<br>N WITH GROUND/WATER  | DESCENT   |                          |      |      |     |   |  |
|        | PROBABLE CAL<br>MISCELLAN<br>FIRE AFTER           | NEOUS - UNDETERMI   | NED   |                          |      |      |     |   |  |
| 2-0856 | 9/2/67 Mi<br>TIME - 0630                          |   | LUSCOMBE 8A<br>N-77955<br>Damage -Destroyed   | CR-<br>PX-               |      |      |     | NONCOMMERCIAL<br>PLEASURE                           | STUDENT, AGE 22, 32 TOTAL<br>Hours, 11 in type.          |
|        | TYPE OF ACCI<br>Engine F/<br>Stall                | IDENT<br>AILURE OR MALFUNCTI  | ON  |                          | ł    | 1    | AKE | OPERATION<br>OFF INITIAL CLIMB<br>OFF INITIAL CLIMB |  |
|        | MISCELLA<br>MAINTENAN<br>PILOT IN<br>EMERGENCY CI | NT - FUEL SYSTEM -<br>NEDUS ACTS,CONDITIO<br>NCE,SERVICING,INSPE<br>COMMAND - FAILED<br>IRCUMSTANCES - FORC | CARBURETOR<br>NS - FUEL STARVAT<br>CTION - INADEQUAT<br>TO OBTAIN/MAINTAIN<br>ED LANDING OFF AIRP<br>LOCKWIRED,ALLOWING | E MAIN<br>FLYIN<br>ORT O | NG S | SPEE | D   |   | OWERED 7/32 INCH.  |
| 2-0857 | 9/8/67 C/<br>TIME - 1926                          | ASTLE CREEK,NY  | BEECH 95-A55<br>N-1450g<br>Damage -Destroyed  | CR-<br>PX-               |      |      |     | NONCOMMERCIAL<br>Pleasure                           | PRIVATE, AGE 69, 1202 TOTAL<br>Hours, 262 in type.       |
|        | TYPE OF ACCI<br>STALL SF                          |   | DAHAGE -DESTRUTED   |                          | F    |      |     | OPERATION<br>Ng Final Approace                      | н  |
|        | PROBABLE CAU<br>PILOT IN                          |   | TO OBTAIN/MAINTAIN  | FLYI                     | NG S | SPEE | D   |   |  |
| 2-0858 | 9/13/67 PC<br>TIME - 1320                         | DESTENKILL,NY<br>)  | PIPER PA-28<br>N-7406R<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-               |      |      |     | INSTRUCTIONAL<br>Solo                               | STUDENT, AGE 52, 17 TOTAL<br>Hours, all in type.         |
|        | TYPE OF ACCI<br>Stall                             | DENT  |   | -                        | P    |      |     | OPERATION<br>Ng Go-Around                           |  |
|        |   | COMMAND - FAILED  | TU OBTAIN/MAINTAIN<br>D IN INITIATING GO-   |                          |      | PEE  | D   |   |  |

|        |   |   | BRIEFS  |                |         |          |        |   |  |  |  |  |
|--------|---|---|---|----------------|---------|----------|--------|---|--|--|--|--|
| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   | INJURI         | ES<br>F | s        | M/N    | FLIGHT<br>PURPOSE                                 | PILOT DATA   |  |  |  |
| 2-0859 | 9/24/67 C/<br>TIME - 0910<br>TYPE OF ACC)   | ARPINTERIA,CALIF<br>)<br>IDENT<br>N WITH GROUND/WATER   | PIPER PA-22<br>N-1439C<br>DAMAGE -DESTROYED   | CR-            | 2       | 0        | 0      | INSTRUCTIONAL                                     | COMMERCIAL,FL.INSTR., AGE 36,<br>2912 TOTAL HOURS, UNKNOWN IN<br>TYPE. |  |  |  |
|        | PILOT IN<br>WEATHER -<br>WEATHER -<br>WEATHER BRIE  | COMMAND - INADEQ<br>Command - Contin<br>- Low Ceiling   | UED VFR FLIGHT INTO   |                |         |          |        |   |  |  |  |  |
| 2-0860 | 10/3/67 SM<br>TIME - 0800   | NOQUALMIE P;WASH<br>)   | CESSNA 180<br>N-9185C<br>DAMAGE -DESTROYED  | С R —<br>Р X — | 1<br>2  | 0<br>0   | 0<br>0 | NONCOMMERCIAL<br>Business                         | COMMERCIAL, AGE 47, 1034<br>Total Hours, 424 in type.                  |  |  |  |
|        | DAMAGE -DESTROYED TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATYON INFLIGHT OTHER |   |   |                |         |          |        |   |  |  |  |  |
|        | WEATHER FORE<br>MISSING AIRC  | JSE<br>COMMAND - EXERCI:<br>HEOUS ACTS,CONDITION<br>ICING CONDITION:<br>FING - BRIEFED BY<br>CAST - FORECAST SUI<br>CRAFT-LATER RECOVERI<br>COVERY DATE 10-08-6 | SED POOR JUDGMENT<br>NS - AIRFRAME ICE<br>S-INCLUDES SLEET,FR<br>FSP, BY PHONE<br>3STANTIALLY CORRECT<br>ED | EEZING         | R A.    | IN,      | ETC.   |   | NNAGE DEICERS.   |  |  |  |
| 2-0861 | 10/5/67 SF<br>TIME - 1632   | PENCER, NY  | PIPER J-3<br>N-42904<br>DAMAGE -DESTROYED   | CR-<br>PX-     | 0<br>1  | 1<br>0   | 0<br>0 | NONCOMMERCIAL<br>Pleasure                         | PRIVATE, AGE 35, UNKNOWN<br>Total Hours, 2000 in Type.                 |  |  |  |
|        | TYPE OF ACCI<br>Engine Fa<br>Stall  | DENT<br>MILURE OR MALFUNCTIO  | DN  |                | PI      | IAS<br>T | E OF   | OPERATION<br>FF INITIAL CLIMB<br>FF INITIAL CLIMB |  |  |  |  |
|        | MISCELLAN<br>MISCELLAN  | ISE<br>COMMAND - IMPROPI<br>IEOUS ACTS,CUNDITION<br>IEOUS ACTS,CONDITION<br>COMMAND - FAILED  | IS - IMPROPER OPEN  | R./FAIL<br>DR  | ED      | TO       | USE    |   | EQUIP.   |  |  |  |

|        |   | DRIEFS   | OF ACCI             | DENIS               |  |  |
|--------|---|--|---------------------|---------------------|--|--|
| DOCKET | DATE LOCATION   | AIRCRAFT DATA                                      |                     | ES<br>F S M/N       | FLIGHT<br>PURPOSE  | PILOT DATA   |
| 2-0862 | 10/6/67 COMPTON,CALIF<br>TIME - 1108<br>TYPE OF ACCIDENT  | CESSNA 150<br>N-2967J<br>DAMAGE -DESTROYED         | PX-                 | 0 0 0<br>0 2 1      | INSTRUCTIONAL'<br>DUAL   | COMMERCIAL,FL.INSTR., AGE 28,<br>427 TOTAL HOURS, 346 IN TYPE. |
|        | STALL<br>PROBABLE CAUSE<br>PILDT IN COMMAND - FAIL<br>FIRE AFTER IMPACT<br>REMARKS- CRASHED ON GASOLINE |  | I FLYING            | TAKE                | DFF INITIAL CLIMB  |  |
| 2-0803 | 11/12/67 HEMINGFORD,NEBR<br>TIME - 0230   | PIPER PA-32<br>N-4054W                             |                     | 0 1 0<br>0 0 0      | NONCOMMERCIAL<br>PLEASURE  | PRIVATE, AGE 21, 230 TOTAL                                     |
|        | TYPE OF ACCIDENT  | DAMAGE -DESTROYED                                  |                     | PHASE OF            | OPERATION  | HOURS, 10 IN TYPE.   |
|        | ENGINE FAILURE OR MALFUNC<br>Collision with ground/wat  | TION<br>ER UNCONTROLLED                            |                     |                     | IGHT NORMAL CRUISE   |  |
|        | PROBABLE CAUSE<br>PILOT-ACFT ON AUTOPILOT,P<br>MISCELLANEOUS ACTS,CONDIT                                |  | ION                 |                     |  |  |
| 2-0864 | 11/19/67 NR.LEOTI,KANS<br>TIME - 1515   | TAYLORCRAFTDCO-65<br>N-47672<br>DAMAGE -SUBSTANTIA | PX-                 | 0 1 0<br>0 1 0      | MISCELLANEOUS<br>HUNTING   | PRIVATE, AGE 44, 134 TOTAL<br>HOURS, ALL IN TYPE.              |
|        | TYPE OF ACCIDENT<br>STALL SPIN  |  | -                   |                     | OPERATION<br>IGHT OTHER  |  |
|        | PROBABLÉ CAUSE<br>PILOT IN COMMAND - FAIL<br>PILOT IN COMMAND - DIVE<br>REMARKS- PLT WAS SPOTTING CO    | RTED ATTENTION FROM O                              | I FLYING<br>Peratio | SPEED<br>In of Air( | CRAFT  |  |
| 2-0865 | 11/26/67 CORTEZ,COLO<br>TIME - 1550   | CESSNA T337B<br>N-913PA<br>DAMAGE -SUBSTANTIA      | P X                 | 0 1 1<br>0 0 0      | INSTRUCTIONAL<br>DUAL  | COMMERCIAL,FL.INSTR., AGE 43,<br>13600 TOTAL HOURS, 300 IN TYP |
|        | TYPE OF ACCIDENT<br>Engine failure or malfund<br>Collided with wires/pole                               | TION   |                     | INFLI               | <sup>:</sup> OPERATION<br>IGHT NORMAL CRUISE<br>ING FINAL APPROACH |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - INAC<br>MISCELLANEOUS ACTS, CONDIT                                 |  |                     | AND/OR F            | PLANNING   |  |
|        | FACTOR<br>MISCELLANEDUS ACTS,CONDIT<br>POWERPLANT - POWERPLANT-I  |  |                     |                     | ON   |  |

|        |  |   | BRIEFS   |                           |                |        |        |   |   |
|--------|--|---|--|---------------------------|----------------|--------|--------|---|---|
| DOCKET |  |   | AIRCRAFT DATA  | INJUR                     | IES<br>F       | s      | M/N    | PURPOSE   | PILOT DATA  |
| 2-0866 |  | ERGREEN, COLO   | BELL 204-B<br>N-7937S<br>DAMAGE -SUBSTANTIA                          | CR-<br>PX-                |                |        |        |   |   |
|        | TYPE OF ACCI<br>Engine fa<br>Hard Land           | ILURE OR MALFUNCT   |  | L                         | Ρ              | ]      | INFLI  | - OPERATION<br>IGHT POWER-ON DESC<br>Ing Power-Off Auto |   |
|        | PILOT IN   | T - MISCELLANEOUS<br>Command - Impro  | 5 - POWERPLANT FAIL<br>DPER OPERATION OF FLI<br>CED LANDING UFF AIRP | GHT CO                    | NTR            | OLS    | s      | NINED REASONS   |   |
| 2-0867 | 5/6/67 GL<br>TIME - 1504                         | ENEDEN BCH,OREG   | MOUNEY M2OC<br>N-9246M<br>Damage -Destroyed                          |                           | 1<br>3         | 0<br>0 | 0      | NONCOMMERCIAL<br>Pleasure                               | PRIVATE, AGE 20, 93 TOTAL<br>HOURS, 12 IN TYPE.                 |
|        | TYPE OF ACCI<br>STALL SP                         |   |  |                           | Ρ              |        |        | OPERATION<br>GHT NORMAL CRUISE                          |   |
|        | PROBABLË CAU<br>MISCELLAN<br>FACTOR<br>HISCELLAN | EOUS - UNDETER  | NINED<br>ONS - AIRCRAFT CAM  | e to r                    | EST            | . 11   | N WA1  | ſER   |   |
| 2-0868 | 6/2/67 SE<br>TIME - 1615                         | NECA, KANS  | PIPER PA-24<br>N-8177P<br>Damage -destroyed                          | CR-<br>PX-                | 1.             | 1<br>0 | 0<br>0 | NONCOMMERCIAL<br>Pleasure                               | PRIVATE, AGE 45, 800 TOTAL<br>Hours, 55 in type.                |
|        | TYPE OF ACCI<br>COLLIDED                         | DENT<br>WITH WIRES/POLES  |  |                           | Ρ              |        |        | OPERATION<br>OFF INITIAL CLIMB                          |   |
|        | PROBABLE CAU<br>PILUT IN                         |   | ED TO SEE AND AVOID U  | BJEC <b>T</b> S           | OR             | 0      | BSTRI  | UCTIONS   |   |
| 2-0869 | 7/30/67 MA<br>TIME - 1850                        |   | PIPER PA-30<br>N-7932Y<br>DAMAGE -DESTROYED                          | PX-                       | 2<br>0         | 0<br>2 | 0<br>0 | INSTRUCTIONAL<br>DUAL                                   | COMMERCIAL,FL.INSTR., AGE 32,<br>2900 TOTAL HOURS, 163 IN TYPE. |
|        | TYPE OF ACCI<br>Engine Fa<br>Stall Sp            | ILURE OR MALFUNC  |  |                           | Ρ              | ;      | INFLI  | OPERATION<br>Ight Normal Cruise<br>Ight Normal Cruise   |   |
|        | MISCELLAN<br>PILOT IN<br>PILOT IN<br>DUAL STUD   | CUMMAND - IMPRO<br>EOUS ACTS,CONDIT<br>COMMAND - INAD<br>COMMAND - MISJU<br>ENT - FAILED TO | OBTAIN/MAINTAIN FLY  | NDÍTIO<br>FLIGH<br>ING SP | NS<br>T<br>EED | ,      |        | 4 ALTITUDE. SPIN RE                                     | COVERY MADE TOO LATE.   |

|        |   |   | BRIEFS (  | JF ALL                  |        |        |        |  |  |                     |
|--------|---|---|---|-------------------------|--------|--------|--------|--|--|---------------------|
| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   |                         |        |        |        | FL IGHT<br>PURPOSE                                   | PILOT DATA                                       |                     |
| 2-0870 | TIME - 1936   | AICA,NY   | MOONEY M20C<br>N-6251U<br>DAMAGE - DESTROYED  |                         |        |        |        |  | CONNERCIAL, FL. INSTR.,<br>1700 TOTAL HOURS, 150 | AGE 23,<br>In type. |
|        | TYPE OF ACCID<br>TURBULENCE<br>CULLISION                      |   | UNCONTROLLED  |                         |        | I      | AKE    | OPERATION<br>OFF INITIAL CLIMB<br>GHT UNCONTROLLED D | ESCENT   |                     |
|        | MISCELLANE  | DMMAND - EXERCI<br>DUS - VORTEX TU  | RBULENCE  |                         |        |        |        |  |  |                     |
|        |   |   | NS - FAILED TU US<br>NTERSECTION,5400 FT  |                         |        |        |        |  | DEPARTING 8707 JET.                              |                     |
| 2-0871 | 9/21/67 ZAN<br>TIME - 1530                                    | ESVILLE,OHIÛ  | AIR/SPACE 18A<br>N-6152S<br>DAMAGE -SUBSTANTIA  | РХ-                     | 0<br>0 | 0<br>0 | 2<br>0 | INSTRUCTIONAL<br>DUAL                                | COMMERCIAL,FL.INSTR.,<br>5000 TOTAL HOURS, 500   |                     |
|        | TYPE OF ACCID<br>GEAR COLLA<br>ROLL UVER                      |   |   | E .                     | Ρ      | 1      | AKE    | OPERATION<br>OFF ABORTED<br>OFF ABORTED              |  |                     |
|        | WÉATHER –<br>MISCELLAÑE<br>FACTUR<br>MISCELLANE<br>MISCELLANE | UMMAND - DELAYE<br>SUDDEN WINDSHIF<br>DUS ACTS,CONDITIO<br>CUS ACTS,CONDITIO<br>DUS ACTS,CONDITIO<br>DUS ACTS,CONDITIO<br>ING - NO BRIEFING | NS - GROUND RESON,<br>NS - DOWNWIND<br>NS - OVERLOAD FAIL   | ANC E                   | OFF    |        |        |  |  |                     |
|        |   |   | IND INCREASED GRND  | 0LL <b>.L</b>           | ACK    | OF     | AI     | SPEED DECAYED ROTOR                                  | RPM/LIFT.  |                     |
| 2-0872 | 12/8/67 WIN<br>TIME - 1909                                    |   | PIPER PA-28<br>N-8665W<br>Damage -Substantia  | `РХ-                    | 0<br>0 | 0<br>1 | 1<br>0 | NONCOMMERCIAL<br>Pleasure                            | COMMERCIAL, AGE 25,<br>Hours, 10 in type.        | 625 TOTAL           |
|        |   | ENT<br>LURE OR MALFUNCTI<br>ITH BUILDING/S  |   |                         |        | 1      | NFL    | OPERATION<br>GHT NORMAL CRUISE<br>NG ROLL            |  |                     |
|        | MISCELLANE<br>MISCELLANE<br>EMERGENCY CIR                     | - ENGINE STRUCTU<br>DUS ACTS,CONDITIO<br>DUS - EVASIVE M<br>CUMSTANCES - FORC   | RE – VALVE ASSEMB<br>NS – MATERIAL FAI<br>ANEUVER TO AVOID CO<br>ED LANDING OFF AIRP<br>FAILED. PLT INTEN | LURE<br>LISIO<br>DRT ON | LA     |        | RVEI   | ) FROM ROAD TO AVOID                                 | ONCOMING CAR.HIT BARN                            |                     |

|        |   |   | BRIEFS   |            |           |        |        |  |   |
|--------|---|---|--|------------|-----------|--------|--------|--|---|
| OOCKET | DATE  | LOCATION  | AIRCRAFT DATA  | INJU       | RIES<br>F | s<br>s | M/N    | FLIGHT<br>PURPOSE                                    | PILOT DATA  |
|        |   | OMAR MT,CALIF   | BELL 47G3B1<br>N-73958<br>DAMAGE -DESTROYED                      | CR-<br>PX- | 0<br>0    | 0<br>2 | 1<br>0 | NONCOMMERCIAL<br>PLEASURE                            | COMMERCIAL,FL.INSTR., AGE 44,<br>5600 TOTAL HOURS, 500 IN TYPE. |
|        | ENGINE FAI  | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>COLLIDED WITH TREES                      |  |            |           |        |        | OPERATION<br>Ght Normal Cruise<br>Ing Final Approach |   |
|        |   | - MISCELLANEOUS   | 5 - POWERPLANT FAIL<br>CED LANDING OFF AIRP                      |            |           |        | ETERI  | MINED REASONS  |   |
| -0874  | 8/4/67 TRU<br>TIME - 2157   | IMBULL # CONN   | CESSNA 182K<br>N-3025Q<br>DAMAGE -DESTROYED                      | CR-<br>PX- | 1<br>3    | 0<br>0 | 0<br>0 | NONCOMMERCIAL<br>Pleasure                            | PRIVATE, AGE 46, 1229 TOTAL<br>Hours, 145 in type.              |
|        | TYPE OF ACCIE<br>CULLIDED W   |   |  |            | F         | PHA:   | SE 01  | OPERATION<br>Ght Low Pass                            |   |
|        | MISCELLANE<br>FIRE AFTER IM   | COMMAND - EXERC<br>OUS ACTS,CONDIT<br>IPACT   | ISED POOR JUDGMENT<br>ONS - UNWARRENTED<br>NNE FLYING AT LOW ALT |            |           | ١G     |        |  |   |
| -0875  | 8/23/67 NOF<br>TIME - 1614  | THWAY, ALAS   | BEECH N35<br>N-9421Y<br>DAMAGE -DESTROYED                        | CR-<br>PX- | 1<br>2    | 0      | 0<br>0 | NONCOMMERCIAL<br>Pleasure                            | COMMERCIAL, AGE 40, 540 TOTAL<br>Hours, 366 in type.            |
|        | TYPE OF ACCID<br>Engine fai<br>Stall Spi                                    | LURE OR MALFUNCI  |  |            |           | 1      |        | OPERATION<br>Ght Normal Cruise<br>Ir                 |   |
|        | POWERPLANT<br>MAINTENANC<br>PILOT IN C<br>FACTOR<br>MISCELLANE<br>WEATHER - | OUS ACTS,CONDITI<br>– ENGINE STRUCT<br>E,SERVICING,INSF<br>OMMAND – CONTI<br>OUS ACTS,CONDITI | ECTION - INADEQUAT<br>NUED VFR FLIGHT INTO<br>ONS - CARBON DEPOS | E MAIN     | ITEN      | JAN    | E AP   | ID INSPECTION  |   |
|        | WEATHER FOREC   | AST - UNKNOWN<br>AFT-LATER RECOVE   |  |            |           |        |        |  |   |
|        |   |   |  | R CLOG     | GEC       | ) W/   | CARE   | ON AND BURNED DIL,                                   | FORCING OIL FROM ENGINE.  |

BRIEFS OF ACCIDENTS ------DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 2-0876 10/10/67 YUKON, OKLA BENSEN B8M CR- 1 0 0 NONCOMMERCIAL COMMERCIAL, AGE 38, 3993 TIME - 1705 N-9171 PX- 0 0 0 PLEASURE TOTAL HOURS, 4 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE MAIN ROTOR INFLIGHT OTHER COLLISION WITH GROUND/WATER UNCONTROLLED INFLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE ROTOR ASSEMBLIES - MAIN ROTOR HEAD ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE PRODUCTION-DESIGN - POOR/INADEQUATE DESIGN FACTOR MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- DEFSET GIMBAL CONTROL HEAD ALUMINUM TORQUE TUBE,6063 T-5, FAILED.LOCAL FLIGHT AROUND AIRFIELD. 2-0877 8/26/67 VIROQUA, WIS PIPER PA-24 CR- 2 0 0 NONCOMMERCIAL PRIVATE, AGE 35, 49 TOTAL TIME - 0748 N-6834P PX-1 0 0 PLEASURE HOURS, UNKNOWN IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT INFLIGHT OTHER COLLISION WITH GROUND/WATER UNCONTROLLED INFLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE PILUT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VER FLIGHT INTO ADVERSE WEATHER CONDITIONS FLIGHT CONTROL SURFACES - HORIZONTAL STABILIZER, ATTACHMENTS FLIGHT CONTROL SURFACES - VERTICAL STABILIZER, ATTACHMENTS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FACTOR MISCELLANEOUS ACTS, CUNDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. WEATHER - LOW CEILING WEATHER - RAIN WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS MISCELLANEOUS ACTS, CUNDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - PARTIAL BRIEFING BY FSP, BY PHONE WEATHER FURECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT-LATER RECOVERED REMARKS- RECOVERY DATE 8/28/67.AT LEAST 400 LBS OVER GROSS WT. 2-0878 8/29/67 KALISPELL, MONT BOEING B-17 CR- 0 1 1 COMMERCIAL COMMERCIAL, FL. INSTR., AGE 35, TIME - 0927 N-7228C PX- 0 0 0 ASSOC FIRE CTL 2600 TOTAL HOURS, 210 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT TAKEOFF INITIAL CLIMB WHEELS-UP LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE MISCELLANEOUS - UNDETERMINED FACTOR MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD

SMOKE IN COCKPIT FIRE AFTER IMPACT REMARKS- COPILUT REPORTED FIRE ORIGINATED IN ACCESSORY SECTION OF NUMBER 3 ENGINE.

EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

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| DOCKET |   | LOCATION  | AIRCRAFT DATA  |                      | F      |           |              | FL IGHT<br>PURPOSE                                  | PILOT DATA   |
|--------|---|---|--|----------------------|--------|-----------|--------------|---|--|
|        |   | BERTSTOWN, GA   |  | CR-<br>PX-           |        | 0         | 0<br>0       | NONCOMMERCIAL<br>PLEASURE                           |  |
|        | TYPE OF ACCI<br>COLLISION   |   | UNCONTROLLED   |                      | f      | PHAS<br>1 | E OF         | OPERATION<br>GHT UNCONTROLLED                       | DESCENT  |
|        | PILOT IN<br>PILOT IN<br>FACTOR<br>WEATHER -<br>WEATHER BRIE<br>WEATHER FORE<br>MISSING AIRC | COMMAND - CONTIN<br>CUMMAND - BECAME<br>COMMAND - SPATIA<br>LOW CEILING<br>FING - PARTIAL BRI | L DISORIENTATION<br>EFING BY FSP, BY PHO<br>BSTANTIALLY CORRECT<br>ED  | DNE                  | SE     | WEA       | THER         | CONDITIONS  |  |
| -0880  | 11/21/67 AN<br>TIME - 1305  | TIOCH,CALIF   | BELL 47D1<br>N-112B<br>DAMAGE -SUBSTANTIAI   | CR-<br>PX-           | 0<br>0 | 1<br>0    | 0<br>1       | COMMERCIAL<br>POWER/PIPELINE                        | COMMERCIAL,FL.INSTR., AGE 25<br>421 Total Hours, 138 in type |
|        | TYPE OF ACCI<br>Engine fa<br>Hard Land  | ILURE OR MALFUNCTI  |  |                      |        |           |              | OPERATION<br>GHT NORMAL CRUISE<br>NG POWER-OFF AUTO | E<br>DROTATIVE LANDING                                       |
|        | PILOT IN<br>MISCELLAN<br>EMERGENCY CI   | COMMAND - INADEQ<br>COMMAND - MISMAN<br>EOUS ACTS,CONDITIO<br>RCUMSTANCES - FORC              | UATE PREFLIGHT PREPA<br>AGEMENT OF FUEL SYSS<br>NS - FUEL EXHAUST]<br>ED LANDING UFF AIRP(<br>AND ALT FOR AUTUROTA | TEM<br>ION<br>DRT ON | LA     | ND        |              |   |  |
| -0881  | 12/11/67 NR<br>TIME - 1020  | •HONOLULU,HAWAII  | BELL 47G3B1<br>N-1346X<br>DAMAGE -DESTROYED  | CR-<br>PX-           | 0<br>0 | 0<br>0    | 1<br>1       | COMMERCIAL<br>CONSTRUCTION                          | COMMERCIAL, AGE 29, 2707<br>Total Hours, 1283 in Type.       |
|        | TYPE OF ACCI<br>COLLISION   |   | UNCONTROLLED   |                      | P      | HAS<br>I  | E OF<br>NFLI | OPERATION<br>GHT UNCONTROLLED                       | DESCENT  |
|        | PROBABLE CAU  |   | JATE PREFLIGHT PREPA   | ARATIO               | NA     | ND/       | OR P         | LANNING<br>EIGHT-AND/OR C.G.                        |  |

BRIEFS OF ACCIDENTS

| JCKET | DATE  | LOCATION  | AIRCRAFT DATA   | INJUR                   | IES<br>F         | s                  | M/N                        | FLIGHT<br>PURPOSE                                   | PILOT DATA  |
|-------|---|---|---|-------------------------|------------------|--------------------|----------------------------|---|---|
| -0882 | 12/15/67 LC<br>TIME - 1900  | RENA, TEX   | CESSNA 150<br>N-8088F<br>DAMAGE -SUBSTANTIAL                          | CR-<br>PX-              | 0<br>0           | 1<br>0             | 0                          | NONCOMMERCIAL<br>BUSINESS                           | COMMERCIAL, AGE 49, 4800<br>Total Hours, 500 in type.                         |
|       | TYPE OF ACCI<br>Engine FA<br>Collided   |   | ION   |                         | P                |                    |                            | OPERATION<br>GHT NORMAL CRUISE<br>NG FINAL APPROACH |   |
|       | MISCELLAR<br>MISCELLAN<br>FACTOR<br>TERRAIN -<br>WEATHER -<br>WEATHER -<br>WEATHER BRIE<br>WEATHER FORE<br>EMERGENCY CI | COMMAND - CONTI<br>COMMAND - IMPRO<br>IEOUS ACTS,CONDITI<br>IEOUS ACTS,CONDITI<br>- HIGH DBSTRUCTI<br>- CONDITIONS CON<br>- LOW CEILING<br>- FOG<br>FING - BRIEFED BY<br>CAST - FORECAST S<br>RCUMSTANCES - FOR | DUCIVE TO CARB./INDUC   | R<br>TION               | LED<br>SYS<br>LA | TO<br>TEM<br>ND    | USE                        | CARB.HEAT/DEICING                                   | EQUIP.  |
| 0883  | 12/19/67 CI<br>TIME - 1755<br>TYPE OF ACCI<br>COLLISION   | NCINNATI,OHIO<br>Dent<br>I with Aircraft B  | CESSNA 310H<br>N-1068Q<br>DAMAGE -SUBSTANTIAL<br>OTH ON GROUND        | CR-<br>PX-<br>OT-       | 0<br>0<br>0<br>P | O<br>O<br>HAS<br>T | 2<br>0<br>2<br>E OF<br>AXI | INSTRUCTIONAL<br>DUAL<br>OPERATION<br>FROM LANDING  | COMMERCIAL,FL.INSTR., AGE 59,<br>24300 TOTAL HOURS, 1200 IN<br>TYPE.          |
|       | PROBABLÉ CAU<br>DUAL STUD<br>PILOT IN<br>PILOT IN   | JSE<br>DENT - FAILED TO<br>Command - Inade<br>Command - DIVER   | SEE AND AVOID OBJECT<br>QUATE SUPERVISION OF<br>TED ATTENTION FROM OF | S OR<br>FLIGH<br>PERATI | OBS<br>T<br>ON   | TRU<br>OF          | CTIO<br>Airci              | NS<br>RAFT  | DN DIFFERENT FREQUENCIES  |
| 0883  | 12/19/67 C1<br>TIME - 1755  | NC INNATI, OHIO   | CESSNA 150<br>N-6962F<br>Damage -Substantiai                          | CR-<br>PX-<br>DT-       | 0<br>0<br>0      | 0<br>0             | 2<br>0<br>2                | INSTRUCTIONAL<br>DUAL                               | COMMERCIAL,FL.INSTR., AGE<br>Unknown, Unknown Total Hours<br>Unknown in Type. |
|       | TYPE OF ACCI<br>COLLISION   | DENT<br>I WITH AIRCRAFT B   | OTH ON GROUND   |                         | Ρ                | HÁS<br>S           | E OF                       | OPERATION<br>C IDLING ENGINE/S                      |   |
|       | PROBABLE CAL<br>MISCELLAM   | ISE<br>IEOUS-PERSONNEL -  | PILOT OF OTHER AIRC<br>R by N1068Q.BOTH ACFT                          | RAFT                    |                  |                    |                            |   |   |

|        |  |   | BRIEFS  | OF ACCIDENTS                   |                               |  |  |  |  |  |  |  |  |  |
|--------|--|---|---|--------------------------------|-------------------------------|--|--|--|--|--|--|--|--|--|
| DOCKET | DATE   | LOCATION  | AIRCRAFT DATA   | INJURIES<br>F S M/N            | FLIGHT<br>PURPOSE             | PILOT DATA   |  |  |  |  |  |  |  |  |
| 2-0884 | 7/14/67 SILVER<br>TIME - 0755  | SPR ING, MD   | HUGHES 269B<br>N-9474F<br>DAMAGE -SUBSTANTI   | CR- 0 0 1<br>PX- 0 0 0         |                               | COMMERCIAL,FL.INSTR., AGE 35,<br>6530 TOTAL HOURS, 2001 IN TYPE. |  |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>MISCELLANEOUS  |   | PHASE OF OPERATION<br>Inflight normal cruise  |                                |                               |  |  |  |  |  |  |  |  |  |
|        | MISCELLANEOUS<br>FACTOR<br>MAINTENANCE,S<br>MISCELLANEOUS  | ACTS,CONDITI<br>ERVICING,INSF<br>ACTS,CONDITI   | IINDOWS,CANOPIES<br>ONS - MATERIAL FA<br>PECTION - INADEQUA<br>ONS - SEPARATION<br>CAUTIONARY LANDING | TE MAINTENANCE AN<br>In flight | D INSPECTION                  |  |  |  |  |  |  |  |  |  |
|        | REMARKS- LFT PAR   | SUS   | DP/ENGINE VIBRATION<br>Spected or Known Air<br>Slat Pn269A2297-3 Se                                   |                                | PY,STRUCK/DAMAGED             | TAIL ROTOR AND CANOPY.   |  |  |  |  |  |  |  |  |
| 2-0885 | 8/11/67 MONROE   | • WASH  | WACO UKC  | CR- 0 1 0                      | MISCELLANEOUS                 | PRIVATE<br>AGE 47, 4000 TOTAL HOURS, 155                         |  |  |  |  |  |  |  |  |
|        | TIME - 1700  |   | WACO UKC<br>N-16967<br>Damage -substanti  | AL                             |                               | IN TYPE.   |  |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH  |   |   |                                | OPERATION<br>FF INITIAL CLIM8 |  |  |  |  |  |  |  |  |  |
|        | FACTOR<br>TERRAIN - H  | IGH OBSTRUCTI   | PPER OPERATION OF FL<br>ONS<br>TRUCK TOP OF 70 FT   |                                |                               |  |  |  |  |  |  |  |  |  |
| 2-0886 | 9/5/67 SKYKOM<br>TIME - 1315   |   | CESSNA 172<br>N-8244U<br>DAMAGE -DESTROYED  | PX- 0 0 0                      | COMMERCIAL<br>ASSOC FIRE CTL  | COMMERCIAL,FL.INSTR., AGE 34,<br>2425 TOTAL HOURS, 603 IN TYPE.  |  |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>Collision wit  |   | R CONTROLLED  | PHASE OF                       | OPERATION<br>GHT LOW PASS     |  |  |  |  |  |  |  |  |  |
|        | PILOT IN COMM<br>MISCELLANEOUS<br>FACTOR<br>TERRAIN - H<br>WEATHER - D<br>WEATHER BRIEFING<br>WEATHER FORECAST | AND - MISJU<br>ACTS,CONDITI<br>Igh obstructi<br>Owndrafts,UPD<br>- Unknown<br>- Unknown | ONS - FLEW INTO B   | LIND CANYON                    |                               |  |  |  |  |  |  |  |  |  |

| DOCKET | DATE   | LOCATION   |   |                               | F       | S M/   | /N  | PURPOSE                                  | PILOT DATA   |
|--------|--|--|---|-------------------------------|---------|--------|-----|--|--|
| 2-0887 | 5/30/67 HO<br>TIME - 0830                                |  | CESSNA 172F<br>N-8806U<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-                    |         |        |     | MISCELLANEOUS<br>UNKNOWN                 | COMMERCIAL, AGE 33, 1700<br>Total Hours, 700 in Type.  |
|        | TYPE OF ACC  |  |   |                               |         |        |     |  |  |
|        | FACTOR<br>PÍLÖŤ IN<br>PILŮT IN<br>MISCELLAI<br>MISCELLAI | COMMAND - FAIL<br>COMMAND - MISU<br>COMMAND - FAIL<br>VEOUS ACTS,CONDIT<br>VEOUS ACTS,CONDIT | ED TU OBTAIN/MAINTAIN<br>SED OR FAILED TO USE<br>ED TO FOLLOW APPROVED<br>IONS – PILOT FATIGU<br>IONS – AIRCRAFT CAM<br>LAPS ON T/0.17 HRS FL | FLAPS<br>PROCE<br>E<br>E TO R | DURI    | ES, DI | ATI | ER                                       | PILOT DROWNED.   |
| 2-0888 |  | CANDIA,PA<br>4   | MOONEY M20<br>N-1958y<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-                    | 0<br>0  | 1 (    | D   | NONCOMMERCIAL<br>Pleasure                | PRIVATE, AGE 38, 626 TOTA<br>Hours, 481 in type.       |
|        | TYPE OF ACC<br>COLLIDED                                  | IDENT<br>WITH WIRES/POLE:  |   |                               |         |        |     | OPERATION<br>NG GO-AROUND                |  |
|        | PILUT IN<br>MISCELLA<br>FACTOR                           | COMMAND - IMPRO<br>COMMAND - FAIL<br>NEUUS - EVASIVE   | DPER IN-FLIGHT DECISI<br>ED TO SEE AND AVOID O<br>MANEUVER TO AVOID CO<br>IONS - NOT ALLIGNED   | BJECTS                        | OR<br>N | OBST   | FRU |  |  |
|        | WEATHER -<br>WEATHER BRIN<br>WEATHER FORM                | - RAIN<br>EFING - BRIEFED B'<br>ECAST - FORECAST :   |   |                               |         |        |     |  |  |
|        |  |  |   |                               |         |        |     |  |  |
| 2-0889 |  |  | BELL 47G<br>N-73865<br>Damage -substantia   | L                             |         |        |     | COMMERCIAL<br>AERIAL APPLIC<br>OPERATION | COMMERCIAL, AGE 42, 11000<br>Total Hours, 550 in type. |
|        | TYPE OF ACC<br>PROPELLE                                  | IDENT<br>R/ROTOR FAILURE   | AROUND  |                               |         |        |     |  |  |
|        |  | NEGUS UNITS AND A  | SSEMBLIES - TAIL BO<br>IONS - FATIGUE FRAC  |                               | LON     | 6/COM  | NES |  |  |
|        | MAINTENA   | NCE,SERVICING,INS<br>IRCUMSTANCES - FO   | IONS - SEPARATION I<br>PECTION - INADEQUAT<br>RCED LANDING OFF AIRP<br>JSUAL NOISE  | E MAIN                        | TEN     |        | ANI | D INSPECTION                             |  |
|        |  |  | RECTIONAL CONTROL PRO   |                               |         |        |     |  |  |

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| DUCKET | DATE LOCATI   | DN AIRCRAFT DATA   | INJU                    | RIE<br>F                 | s<br>s            | i M | 4/N            | FLIGHT<br>PURPOSE             | PILOT DATA   |
|--------|---|--|-------------------------|--------------------------|-------------------|-----|----------------|-------------------------------|--|
|        |   | CHAMPION 7CCM<br>N-4587E<br>DAMAGE -DESTROYED  | CR<br>PX                |                          |                   |     |                |                               | COMMERCIAL, FL. INSTR., AGE 47,<br>1500 Total Hours, Unknown In<br>Type. |
|        | TYPE OF ACCIDENT<br>STALL   |  |                         |                          |                   |     |                | OPERATION<br>G TRAFFIC PATTER |  |
|        |   | FAILED TO OBTAIN/MAINTAI<br>ING ACFT TO LAND ON ROAD.  |                         | NG                       | SPE               | ED  | )              |                               |  |
| -0891  | 8/4/67 LANCASTER,PA<br>TIME - 1747  | BEECH 95-C55<br>N-477AP<br>DAMAGE -DESTROYED   | CR-<br>PX-              | 1<br>2                   | 0                 | )   | 0<br>0         | NONCOMMERCIAL<br>Pleasure     | COMMERCIAL, AGE 45, 941 TOTA<br>Hours, 190 in Type.                      |
|        | TYPE OF ACCIDENT<br>AIRFRAME FAILURE IN<br>COLLISION WITH GROUN   | DAMAGE -DESTROYED<br>FLIGHT<br>D/WATER UNCONTROLLED  |                         |                          |                   |     |                |                               | DESCENT  |
|        | PILOT IN COMMAND -<br>TRAFFIC CONTROL PERSI<br>WEATHER - TURBULEN<br>WEATHER - LINE SQU<br>WEATHER - THUNDERS<br>FACTOR<br>MISCELLANEOUS ACTS,CI<br>WEATHER BRIEFING - BRIEI<br>WEATHER FORECAST - FORE | TORM ACTIVITY<br>DNDITIONS - SEPARATION<br>FED BY FSP, BY PHONE<br>CAST SUBSTANTIALLY CORREC | LIMIT<br>SE OF<br>THUND | S D<br>UNS<br>ERS<br>GHT | F A<br>AFE<br>Tor |     | ICRAF<br>IEATH | T<br>ER CONDITION             | IES, E. PA, TOPS TO 40000 FT   |
| 2-0892 | 10/8/67 VILLA RICA,GA<br>TIME - 1850  | CESSNA 172<br>N-5625A<br>Damage -destroyed   | CR-<br>PX-              | 1<br>2                   | 0                 | )   | 0<br>0         | NONCOMMERCIAL<br>Pleasure     | PRIVATE, AGE 58, 137 TOTAL<br>Hours, 71 in type.<br>Descent              |
|        | TYPE OF ACCIDENT<br>Collision with ground   | D/WATER UNCONTROLLED   |                         |                          | рна               | SE  | OF<br>IFLIG    | OPERATION<br>HT UNCONTROLLED  | DESCENT  |
|        | PROBABLÉ CAUSE<br>PILOT IN COMMAND -  | CONTINUED VFR FLIGHT INT<br>SPATIAL DISORIENTATION   |                         | RSE                      | WE                | AT  | HER            | COND IT LONS                  |  |
| -0893  | 8/17/67 AVERY,ID<br>TIME - 1046   | CESSNA 170<br>N-3420C<br>DAMAGE -DESTROYED   | CR-<br>PX-              | 1<br>1                   | 0                 | 1   | 0<br>0         | NONCOMMERCIAL<br>BUSINESS     | PRIVATE, AGE 58, 3400 TOTAL<br>Hours, Unknown in Type.                   |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH TREES   |  |                         | ł                        | РНА               | SE  | OF             | OPERATION<br>HT OTHER         |  |
|        | FACTOR<br>WEATHER - HIGH DEN  | IMPROPER IN-FLIGHT DECIS<br>SITY ALTITUDE<br>- DROP,PILOT ATTEMPTED TO                       |                         |                          |                   |     |                | IN RIDGE. DENSITY             | ALTITUDE 8560 FEET.  |

BRIEFS OF ACCIDENTS

| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   |                   | F      | S        | M/N         | PURPOSE                                       | PILOT DATA   |  |  |  |
|--------|---|---|---|-------------------|--------|----------|-------------|---|--|--|--|--|
| 2-0894 | 9/18/67 Y/<br>TIME - 1432   | AKIMA,WASH<br>2   | BOEING B75<br>N-1145N<br>DAMAGE -MINOR  | CR-<br>PX-<br>0T- | 000    | 000      | 1<br>0<br>1 | COMMERCIAL<br>AERIAL APPL                     | COMMERCIAL, AGE 44, 10512<br>IC TOTAL HOURS, 6000 IN TYPE.   |  |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLISION WITH AIRCRAFT BOTH ON GROUND TAXI TO TAKEOFF |   |   |                   |        |          |             |   |  |  |  |  |
|        | FACTOR<br>AIRPORT (   | COMMAND - FAILE   |   |                   |        |          |             | FERENT FREQ.AF                                | LD CONST LIMITED S TURNING.                                  |  |  |  |
| 2-0894 | TIME - 1432<br>TYPE OF ACCI   | DENT  | CESSNA 170B<br>N-2713D<br>DAMAGE -SUBSTANTIA  | L OT-             | 0<br>P | 0<br>HAS | 1<br>E OF   | OPERATION                                     |  |  |  |  |
|        | PROBABLE CAL<br>MISCELLAN<br>FACTOR<br>AIRPORT  | EOUS-PERSONNEL -  | PILOT OF OTHER AIR  |                   |        |          |             | C IDLING ENGI                                 | NE/S<br>CONST LIMITED BOEING S TURNS                         |  |  |  |
| -0895  | 9/23/67 PA<br>TIME - 0712   |   | LOCKHEED PV-2<br>N-7436C<br>DAMAGE -DESTROYED   |                   | 0<br>0 | 0<br>0   | 2<br>0      | MISCELLANEOUS<br>FERRY                        | AIRLINE TRANSPORT, AGE 46,<br>13000 Total Hours, 600 in type |  |  |  |
|        | TYPE OF ACCI<br>FIRE OR E<br>WHEELS-UP  | DENT<br>EXPLOSION IN FLIG   |   |                   | Ρ      | Ť        | AKEO        | OPERATION<br>FF INITIAL CL<br>NG LEVEL OFF/   |  |  |  |  |
|        | MISCELLAN<br>EMERGENCY CI   | IT - ENGINE STRUCT<br>IEOUS ACTS,CONDITIO<br>RCUMSTÂNCES - FOR  | JRE - PISTON,PISTO<br>JNS - MATERIAL FAI<br>CED LANDING OFF AIRP<br>RT ENG FAILED RESULT                    | LURE<br>ORT ON    | LA     |          | ST A        | ND INTAKE VALV                                | ES REMAINING OPEN.   |  |  |  |
| -0896  | 9/29/67 MJ<br>TIME - 1920   | LFORD,NY  | PIPER PA-28<br>N-9590J<br>DAMAGE -DESTROYED   |                   | 1<br>3 | 0<br>0   | 0<br>0      | NONCOMMERCIAL<br>Pleasure                     | PRIVATE, AGE 32, 813 TOTAL<br>Hours, 3 in type.              |  |  |  |
|        | TYPE OF ACCI<br>UNDERSHOU<br>COLLIDED   |   | DARAGE DESTROTED  |                   | Ρ      | Ĺ        | ANDI        | OPERATION<br>Ng Final Appri<br>Ng Final Appri |  |  |  |  |
|        | PILOT IN<br>PILOT IN<br>PILOT IN<br>MISCELLAN<br>FACTOR<br>WEATHER -                          | COMMAND - INADE<br>COMMAND - CONTI<br>COMMAND - NISJU<br>COMMAND - PHYSI<br>EOUS ACTS,CONDITIC<br>LOW CEILING | QUATE PREFLIGHT PREP<br>NUED VFR FLIGHT INTO<br>GED DISTANCE AND AL<br>CAL IMPAIRMENT<br>DNS - ALCOHOLIC IM | ADVER<br>TITUDE   | SE     | WEA      | THER        | CONDITIONS                                    | GENENT   |  |  |  |
|        | WEATHER FORE  | FING - NO BRIEFING<br>CAST - FORECAST SU  | G RECEIVED<br>UBSTANTIALLY CORRECT<br>150 MG PERCENT.SUFFI  |                   | TO     | CAU      | SE L        | OSS OF CRITICA                                | L JUDGMENT.  |  |  |  |

|        | BRIEFS OF ACCIDENTS                             |   |  |                                   |                |          |        |   |   |  |  |  |
|--------|---|---|--|-----------------------------------|----------------|----------|--------|---|---|--|--|--|
| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA  |                                   | F              | S        | M/N    | PURPOSE   | PILOT DATA  |  |  |  |
| 2-0897 |   | OSS BEACH, CALIF<br>0   |  | CR-<br>PX-                        | 0<br>1         | 1        | 0<br>0 | NONCOMMERCIAL<br>PLEASURE                               | PRIVATE, AGE 46, 314 TOTAL<br>Hours, Unknown in Type.             |  |  |  |
|        | TYPE OF ACC<br>Stail                            | IDENT   | DAMAGE -DESTROYED  |                                   |                |          |        | F OPERATION<br>OFF INITIAL CLIMB                        |   |  |  |  |
|        | PROBABLE CA<br>Pilot in                         |   | D TO OBTAIN/MAINTAIN   | I FLYIN                           | G              | SPE      | ĒD     |   |   |  |  |  |
| 2-0898 | 10/9/67 W<br>TIME - 113                         | ILLIS,TEX   | CESSNA 175<br>N-7162M<br>DAMAGE -DESTROYED   | CR-<br>PX-                        | 1<br>0         | 0<br>1   | 0<br>1 | NONCOMMERCIAL<br>Pleasure                               | PRIVATE, AGE 41, 750 TOTAL<br>Hours, unknown in type.             |  |  |  |
|        |   | IDENT<br>AILURE OR MALFUNCT<br>WITH TREES   |  |                                   |                |          |        | F OPERATION<br>IGHT NORMAL CRUISE<br>ING FINAL APPROACH |   |  |  |  |
|        | POWERPLA<br>MISCELLA<br>EMERGENCY C             | COMMAND - ATTEM<br>NT - ENGINE STRUCT<br>NEOUS ACTS,CONDITIO<br>IRCUMSTANCES - FOR<br>SUS | PTED OPERATION W/KNO<br>JRE – PISTON,PISTO<br>JNS – OIL STARVATI<br>CED LANDING OFF AIRP<br>PECTED MECHANICAL DI<br>KCESS OIL CONSUMPTIO | IN RING<br>ON<br>URT ON<br>Screpa | S<br>L/<br>NC1 | AND<br>Y |        |   | 1 PISTON DISINTEGRATED.   |  |  |  |
| 2-0899 | 10/10/67 B<br>TIME - 111                        |   | SNOW S2A<br>N-9434R<br>Damage -destroyed   |                                   | 1<br>0         | 0<br>0   | 0<br>0 | COMMERCIAL<br>AERIAL APPLIC                             | COMMERCIAL, AGE 44, 1700<br>Total Hours, Unknown in type.         |  |  |  |
|        | TYPE OF ACC<br>Collided                         |   | DAMAGE -DESTRUTED  |                                   | f              |          |        | F OPERATION<br>IGHT PULLUP FROM S                       | WATH RUN  |  |  |  |
|        | PROBABLÈ CA<br>Pilot in                         | USE<br>COMMAND - MISJUO   | DGED CLEARANCE   |                                   |                |          |        |   |   |  |  |  |
| 2-0900 | 12/30/67 K<br>TIME - 200                        | ANOSH+UTAH<br>0   | CESSNA 320A<br>N-3047R<br>DAMAGE -DESTROYED  | CR-<br>PX-                        | 1<br>0         | 0<br>0   | 0<br>0 | COMMERCIAL<br>Air Taxi — Carg                           | COMMERCIAL,FL.INSTR., AGE 29,<br>O 2147 TOTAL HOURS, 697 IN TYPE. |  |  |  |
|        | TYPE OF ACC<br>Engine F<br>Stall Si             | IDENT<br>AILURE OR MALFUNCTI  |  |                                   | F              | 1        | NFL    | F OPERATION<br>IGHT NORMAL CRUISE<br>IGHT NORMAL CRUISE |   |  |  |  |
|        | MISCELLA<br>MISCELLA<br>PILOT IN<br>MISSING AIR | CUMMAND - MISMAN<br>NEOUS ACTS,CONDITIC<br>NEOUS ACTS,CONDITIC                            |  | TO FUEI<br>ION                    |                |          |        |   |   |  |  |  |

|       |   |  | BRIEFS  |                                   |           |        |        |  |   |  |  |
|-------|---|--|---|-----------------------------------|-----------|--------|--------|--|---|--|--|
| OCKET | DATE  |  | AIRCRAFT DATA   | INJU                              | RIES<br>F | s<br>s | MZN    |  | PILOT DATA  |  |  |
| -0901 |   | NDLETON, NC  | PIPER PA-28<br>N-5469W<br>DAMAGE -DESTROYED                                   | CR-<br>PX-                        |           |        |        |  | PRIVATE, AGE 55, 268 TOTAL<br>Hours, 10 In Type.          |  |  |
|       | TYPE OF ACC<br>COLLISION  | IDENT<br>1 WITH GROUND/WATER   |   |                                   | ŧ         |        |        | OPERATION<br>GHT UNCONTROLLED            | D DESCENT   |  |  |
|       | PILDT IN<br>FACTOR<br>WEATHER -<br>WEATHER -<br>WEATHER BRIE                                      | COMMAND - CONTIN<br>COMMAND - SPATIA<br>- LOW CEILING<br>- FOG<br>- LINE SQUALL<br>FING - BRIEFED BY   |   |                                   | SE        | WEA    | THER   | CONDITIONS                               |   |  |  |
| -0902 | 10/14/67 TI<br>TIME - 1050  | XAS CITY, TEX  | EAA BIPLANEESL<br>N-4645T<br>DAMAGE -DESTROYED                                |                                   | 1<br>0    | 0<br>0 | 0<br>0 | NONCOMMERCIAL<br>Pleasure                | COMMERCIAL, AGE 43, 9500<br>Total Hours, Unknown in Type. |  |  |
|       | TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLISION WITH GROUND/WATER CONTROLLED INFLIGHT ACROBATICS |  |   |                                   |           |        |        |  |   |  |  |
|       | MISCELLAN<br>FACTOR<br>MISCELLAN<br>FIRE AFTER D  | COMMAND - PHYSIC<br>EOUS ACTS,CONDITIO<br>EOUS ACTS,CONDITIO<br>MPACT  | AL IMPAIRMENT<br>NS – ALCOHOLIC IM<br>NS – UNWARRENTED<br>EVEL 172 MG PERCENT | LOW FI                            | Y I I     | ۱G     |        |  |   |  |  |
| -0903 | 10/23/67 CE<br>TIME - 1745  |  | BEECH V35<br>N-6238V<br>Damage -Substantia                                    | CR-<br>PX-                        | 0<br>0    | 1<br>0 | 0<br>0 | NONCOMMERCIAL<br>BUSINESS                | PRIVATE, AGE 55, 1416 TOTAL<br>HOURS, 9 IN TYPE.          |  |  |
|       | TYPE OF ACCI<br>OVERSHOOT<br>COL <u>L</u> IDED  |  | DAMAGE SUBSTANTIA   | L                                 | f         | L      | ANDIN  | OPERATION<br>IG LEVEL OFF/TOU<br>IG ROLL | JCHDOWN   |  |  |
|       | PILOT IN<br>FACTOR<br>MISCELLAN<br>WEATHER -<br>WEATHER BRIE<br>WEATHER FOR                       | COMMAND - MISJUD<br>COMMAND - FAILED<br>HEOUS ACTS,CONDITIO<br>UNFAVORABLE WIN<br>TURBULENCE, ASS<br>FING - BRIEFED BY<br>CAST - UNKNOWN<br>RCUMSTANCES - PREC<br>ADVE | OCIATED W/ CLOUDS,  | UND<br>ED API<br>THUNDI<br>N AIRI | RST       | ORM    | IS     |  |   |  |  |

DOCKET LUCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA DATE F S M/N PURPOSE \_\_\_\_\_\_ 2-0904 10/18/67 ASHLAND, ME REPUBLIC RC-3 CR-100 COMMERCIAL COMMERCIAL, FL. INSTR., AGE 41, TIME - 1415 N-6569K PX- 0 2 0 AIR TAXI - PASSG 10806 TOTAL HOURS, 1200 IN DAMAGE -DESTROYED TYPE. TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES INFLIGHT NORMAL CRUISE PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN 2-0905 10/28/67 LITHONIA,GA CESSNA 172 CR- 0 1 0 NONCOMMERCIAL COMMERCIAL, FL. INSTR., AGE 28, 264 TOTAL HOURS, 3 IN TYPE. TIME - 1800 N-8511G PX- 0 2 0 PLEASURE DAMAGE -DESTROYED PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH GEAR CULLAPSED 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 2-0906 10/19/67 SO.HACKENSACK, NJ CESSNA 172 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 33, 76 TOTAL TIME - 1551 N-2473L PX- 2 0 0 PLEASURE HOURS, 15 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH STALL LANDING FINAL APPROACH PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- POWER PLANT OPERATED WITH FUEL MIXTURE IN FULL RICH POSITION THROUGHOUT FLIGHT.

BRIEFS OF ACCIDENTS

| DOCKET | DATE                                       | LOCATION  | AIRCRAFT DATA  |                       |        |        |        | FLIGHT<br>PURPOSE                                      | PILOT DAT              | A                            |
|--------|--|---|--|-----------------------|--------|--------|--------|--|------------------------|------------------------------|
| 2-0907 |  | GOWER,MO<br>1830  | PIPER PA-28<br>N-9063W<br>DAMAGE -SUBSTANTIAL                        | CR-<br>PX-            | 0      | 1<br>2 | 0<br>1 | NONCOMMERCIAL<br>BUSINESS                              | PRIVATE,<br>HOURS, 15  | AGE 21, 209 TOTA<br>In type. |
|        | ENGIN                                      | ACCIDENT<br>E FAILURE OR MALFUNCT<br>Landing                      |  |                       |        | I      | NFL    | FOPERATION<br>IGHT NORMAL CRUISE<br>ING LEVEL OFF/TOUC |                        |                              |
|        | MISCE<br>PILOT<br>EMERGENC                 | IN COMMAND - MISMA<br>LLANEOUS ACTS,CONDITI<br>IN COMMAND - IMPRO | CED LANDING OFF AIRPO  | ON                    | ILA    | ND     |        |  |                        |                              |
| 2-0908 |  | LYNCHBURG,VA<br>1816  | NAVION A<br>N-999P<br>DAMAGE -DESTROYED                              |                       | 0<br>3 | 1<br>0 | 0<br>0 | NONCOMMERCIAL<br>PLEASURE                              | PRIVATE,<br>Hours, 158 | AGE 51, 2200 TOT<br>In Type. |
|        | ENGIN                                      | ACCIDENT<br>E FAILURE DR MALFUNCT<br>DED WITH TREES               |  |                       |        | I      | NFL    | FOPERATION<br>IGHT NORMAL CRUISE<br>ING FINAL APPROACH |                        |                              |
|        |  | PLANT - ENGINE STRUCT   | TURE - PISTON,PISTON<br>IONS - MATERIAL FAIL                         |                       | s      |        |        |  |                        |                              |
|        | MISCE                                      | Y CIRCUMSTANCES - FOR   | CONS - WINDSHIELD,D:<br>CED LANDING OFF AIRPO<br>OP/ENGINE VIBRATION |                       |        |        | TC     | -RESTRICTED VISION                                     |                        |                              |
|        | REMARKS-                                   |   | ED. OIL ON WINDSHIELD  | D. PIL                | .OT    | REP    | ORTI   | ED FIRE COMING OUT                                     | LEFT SIDE OF           | AIRCRAFT.                    |
| 2-0909 | 11/10/67<br>TIME -                         | WELLINGTON.OHIO<br>1710   | STINSON 108<br>N-97319<br>DAMAGE -SUBSTANTIAI                        |                       | 0<br>0 | 1<br>0 | 0<br>3 | NONCOMMERCIAL<br>PLEASURE                              | PRIVATE,<br>HDURS, 65  | AGE 42, 418 TOTA<br>In Type. |
|        |  | ACCIDENT<br>E FAILURE <b>or Malfunci</b><br>Collapsed             | ION  |                       |        | T      | AKE    | F OPERATION<br>DFF INITIAL CLIMB<br>ING ROLL           |                        |                              |
|        | PILOT<br>PILOT<br>MISCE<br>FACTOR<br>TERRA | IN COMMAND - INADE<br>IN COMMAND - IMPRO<br>IN COMMAND - ATTEM    |  | ERPLAN<br>DEXPE<br>DR | 1T 8   | PO     | ⊌FRI   | PLANT CONTROLS   |                        |                              |

DOCKET LOCATION AIRCRAFT DATA FI IGHT PILOT DATA DATE INJURIES F S M/N PURPOSE NONCOMMERCIAL 2-0910 11/26/67 SAN JOSE-CALLE STINSON 108-1 CR = 0 0 1PRIVATE, AGE 52, 2813 TOTAL TIME - 1559 N-97074 PX- 0 1 2 PLEASURE HOURS. 796 IN TYPE. DAMAGE - SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING FINAL APPROACH ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION EMERGENCY CIRCUMSTANCES - EDRCED LANDING DEE AIRPORT ON LAND REMARKS- LANDED ON CITY STREET. ALSO STRUCK 2 AUTOS AND A MOTORCYCLE. 2-0911 12/2/67 NORTH PLATTE, NEBR AERO COMDR 680-FL CR- 0 1 0 NONCOMMERCIAL COMMERCIAL. AGE 32. 1940 TIME - 2040 N-747NT PX- 0 0 0 BUSINESS TOTAL HOURS, 10 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILUT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING POWERPLANT - FUEL SYSTEM - TANKS MISCELLANEOUS ACTS, CONDITIONS - COLLAPSED POWERPLANT - FUEL SYSTEM - VENTS, DRAINS, TANK CAPS MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR MISCELLANEOUS ACTS .CONDITIONS -AIRCRAFT CAME TO REST IN WATER MISCELLANEOUS ACTS, CONDITIONS -FAILURE OF TWO OR MORE ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- MAIN CENTER FUEL TANK WAS NOT CAPPED, CAUSED SYPHONING AND COLLAPSE OF FUEL CELLS. CRASHED IN RIVER. MOONEY M20E CR- 0 1 0 NONCOMMERCIAL 2-0912 12/6/67 MT.PLEASANT, IOWA PRIVATE, AGE 36, 3500 TOTAL TIME - 1825 N-1386W PX- 0 3 0 PLEASURE HOURS, 1200 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN 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 - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER APPROACHING DARKNESS REMARKS- NON INSTRUMENT RATED PLT TOOK OFF IN KNOWN IFR CONDITIONS.

BRIEFS OF ACCIDENTS

|       |                            |  | BRIEFS (  | JF ALL     | TDE    | :NT5     |              |                                |  |
|-------|----------------------------|--|---|------------|--------|----------|--------------|--------------------------------|--|
| OCKET | DATE                       | LOCATION                                     | AIRCRAFT DATA                                   |            | F      | S        | M/N          | PURPOSE                        | PILOT DATA   |
| 0913  | 12/17/67 RC<br>TIME - 1449 | DARING RIVER, NC<br>5                        | FAIRCHILD M-62A<br>N-46151<br>DAMAGE -DESTROYED | CR-<br>PX- |        |          |              |                                | STUDENT, AGE 42, 46 TOTAL<br>Hours, all in type.                       |
|       | TYPE OF ACC                | IDENT  | DANAGE DESTROTED                                |            |        |          |              | OPERATION<br>GHT LOW PASS      |  |
|       | PROBABLE CAU<br>PILOT IN   | JSE<br>COMMAND - FAILED                      | TO OBTAIN/MAINTAIN                              | FLYIN      | IG S   | SPEE     | D            |                                |  |
| -0914 | 3/16/67 KG<br>TIME - 075   | DDIAK,ALAS<br>1                              | BEECH D18S<br>N-80194<br>DAMAGE -DESTROYED      | CR-<br>PX- | 1<br>1 | 0<br>0   | 0<br>0       | COMMERCIAL<br>Air Taxi - Pass  | COMMERCIAL, AGE 41, 8726<br>G Total Hours, 38 in type.                 |
|       | TYPE OF ACC                | IDENT<br>WITH OBJECT                         | DANAGE DESTROTED                                |            | P      | PHAS     | E OF         | OPERATION<br>IFF INITIAL CLIMB |  |
|       | FIRE AFTER                 | COMMAND - FAILED<br>IMPACT                   |   |            |        |          |              | RUNWAY. STRUCK GR              | AVEL PILE IN CLEAR AREA.   |
| -0915 | 5/27/67 HE<br>TIME - 0725  | ELMVILLE,MONT                                | CESSNA 172<br>N-6995A<br>DAMAGE -SUBSTANTIAI    |            | 1<br>1 | 0<br>0   | 0<br>0       | NONCOMMERCIAL<br>Pleasure      | COMMERCIAL, AGE 28, 257 TOTA<br>Hours, 169 in type.                    |
|       | TYPE OF ACCI<br>COLLIDED   | IDENT<br>WITH TREES                          |   |            | P      |          |              | OPERATION<br>GHT NORMAL CRUISE |  |
|       |                            | JSE<br>COMMAND - MISJUD<br>COMMAND - INADEQU |   | ARATIC     | IN A   | ND/      | OR P         | LANNING                        |  |
|       | MISCELLAN                  | NEOUS ACTS,CONDITION<br>LOT FLEW INTO STEEP  |   | IND CA     | NYO    | и        |              |                                |  |
| -0916 | 6/12/67 BA<br>TIME - 1315  |  | PIPER PA-22<br>N-1782P<br>DAMAGE -DESTROYED     | CR-<br>PX- | 0<br>0 | 2<br>0   | 0<br>1       | AIR TAXI - PASS                | COMMERCIAL,FL.INSTR., AGE 45,<br>G 10500 TOTAL HOURS, 1500 IN<br>TYPE. |
|       | TYPE OF ACCI<br>COLLISION  | IDENT<br>N WITH GROUND/WATER                 | UNCONTROLLED                                    |            | Ρ      | HAS<br>I | E OF<br>NFLI | OPERATION<br>GHT UNCONTROLLED  | DESCENT  |
|       | PROBABLE CAU<br>MISCELLAN  | JSE<br>NEOUS - UNDETERMIN                    | NED   |            |        |          |              |                                |  |

DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M∕N PURPOSE \_\_\_\_\_ 2-0917 8/30/67 OXFORD, NY CESSNA 210A CR- 1 0 0 NONCOMMERCIAL STUDENT, AGE 39, 160 TOTAL TIME - 1835 N-6622X PX- 1 0 0 BUSINESS HOURS, ALL IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT INFLIGHT NORMAL CRUISE INFLIGHT UNCONTROLLED DESCENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILUT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT FACTOR MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER - LOW CEILING WEATHER - RAIN WEATHER - LINE SQUALL WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- PLT NOT INSTRUMENT RATED. CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 35, 150 TOTAL 2-0918 7/4/67 FORT PECK, MONT BEECH K35 TIME - 2005 N-6024E PX- 3 0 0 PLEASURE HOURS, 120 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN INFLIGHT BUZZING PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING 2-0919 7/19/67 JOLIET, ILL BEECH A23 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 22, 150 TOTAL TIME - 1525 N-8896M PX- 3 0 0 PLEASURE HOURS, 63 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB STALL PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FIRE AFTER IMPACT 7/27/67 CARSON, WASH 2-0920 BOEING B-17G COMMERCIAL, AGE 43, 4347 CR- 0 0 2 COMMERCIAL TIME - 1630 N-5237V PX- 0 0 0 FIRE CONTROL TOTAL HOURS, 260 IN TYPE. DAMAGE - SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES INFLIGHT PULLUP FROM SWATH RUN PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS WEATHER - OBSTRUCTIONS TO VISION FACTOR TERRAIN - HIGH OBSTRUCTIONS REMARKS- FIRE RETARDANT DROP ON GIFFURD PINCHOT NATL FOREST. VIS GRTLY REDUCED BY SMOKE.

| DOCKET | DATE   | LOCATION  | AIRCRAFT DATA   |                        | F    | SM   |     | FLIGHT<br>PURPOSE         | PILOT DATA   |  |
|--------|--|---|---|------------------------|------|------|-----|---------------------------|--|--|
| 2-0921 | 8/18/67 B<br>TIME - 194  | LOOMFIELD;0HIO<br>5   | PIPER J3C-65<br>N-92605<br>DAMAGE -DESTROYED  | CR-<br>PX-             | 1    | 0    | 0   | NONCOMMERCIAL             | COMMERCIAL, AGE 50, 442 TOTAL<br>Hours, 102 in type. |  |
|        | TYPE OF ACC<br>STALL S   |   |   |                        | P    |      |     | OPERATION                 |  |  |
|        | PROBABLE CA<br>PILOT IN  |   | D TO OBTAIN/MAINTAIN  | FLYIN                  | IG S | PEED | )   |                           |  |  |
| 2-0922 | 8/21/67 B<br>TIME - 200  |   | PIPER PA-28<br>N-7008W<br>DAMAGE -DESTROYED   | CR-<br>PX-             |      |      |     | NONCONMERCIAL<br>Pleasure | PRIVATE, AGE 41, 880 TOTAL<br>Hours, 738 in type.    |  |
|        | TYPE OF ACC<br>COLLIDED  | IDENT<br>WITH TREES   |   |                        |      |      |     |                           |  |  |
|        | FACTOR<br>WEATHER<br>WEATHER<br>WEATHER<br>TRAFFIC<br>WEATHER BRI<br>WEATHER FOR   | - LOW CEILING<br>- RAIN<br>- FOG<br>PERSONNEL - INCOF<br>CONTROL PERSONNEL -<br>EFING - BRIEFED BY<br>ECAST - WEATHER COF | NUED VFR FLIGHT INTO<br>RRECT WEATHER FORECA<br>- FAILURE TO ADVIS<br>FSP, BY PHONE<br>ISIDERABLY WORSE THA<br>ER DID NOT FURNISH P | ST<br>E of U<br>N Fore | INSA | FE W | EAT | HER CONDITION             |  |  |
| 2-0923 | 8/26/67 F<br>TIME - 133  | RENCH CAMP,CALIF<br>4   | N-5656S   | CR-<br>PX-             |      |      |     | NONCOMMERCIAL<br>Pleasure | PRIVATE, AGE 29, 125 TOTAL<br>HOURS, 1 IN TYPE.      |  |
|        | DAMAGE -DESTROYED<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE<br>STALL LANDING FINAL APPROACH |   |   |                        |      |      |     |                           |  |  |
|        | MISCELLA<br>PILOT IN<br>FACTOR<br>PILOT IN   | COMMAND - MISMAN<br>NEOUS ACTS,CONDITIO<br>COMMAND - FAILED<br>COMMAND - LACK O   | NAGEMENT OF FUEL SYS<br>DNS – FUEL STARVAT<br>D TO OBTAIN/MAINTAIN<br>DF FAMILIARITY WITH<br>JED LANDING OFF AIRP                   | ION<br>FLYIN<br>AIRCRA | FT   |      | I   |                           |  |  |

|        |  |   | BRIEFS  | OF ACCI             | DENT              | S                           |  |                              |                                     |
|--------|--|---|---|---------------------|-------------------|-----------------------------|--|------------------------------|-------------------------------------|
| DOCKET | DATE   | LOCATION  | ÀIRCRAFT DATA   | INJURI              |                   | 5 M/N                       | FLIGHT<br>PURPOSE  | PILOT DATA                   |                                     |
| 2-0924 | 8/28/67 TA<br>TIME - 1328<br>TYPE OF ACCI<br>COLLISION                                   | 3   | CESSNA 182<br>N-3546U<br>DAMAGE -DESTROYED<br>BOTH IN FLIGHT                          | CR-<br>PX-<br>OT-   |                   | ) 0<br>) 0<br>ASE 0         | COMMERCIAL<br>FISH SPOTTING<br>F OPERATION<br>IGHT NORMAL CRUISE | COMMERCIAL,<br>TOTAL HOURS,  | AGE 36, 10000<br>Unknown in type.   |
|        |  | NEOUS - UNDETERN<br>NEOUS ACTS+CONDIT   | MINED<br>IONS - AIRCRAFT CAM<br>DEPARTED THEIR ASSIGN                                 |                     |                   |                             | TER  |                              |                                     |
| 2-0924 | PROBABLE CAU<br>MISCELLAN<br>FACTOR  | 3<br>IDENT<br>N WITH AIRCRAFT<br>SE<br>NEOUS - UNDETERI   |   |                     | 0 0<br>1 0<br>PHA | ) 0<br>) 0<br>ASE 0<br>INFL | COMMERCIAL<br>FISH SPOTTING<br>F OPERATION<br>IGHT NORMAL CRUISE | COMMERCIAL,<br>Total Hours,  | AGE 36, UNKNOWN<br>UNKNOWN IN TYPE. |
| 2-0925 | 8/9/67 YU<br>TIME - 0430<br>TYPE OF ACCI   | JCAIPA,CALIF<br>)   | DEPARTED THEIR ASSIGN<br>PIPER PA-23<br>N-2228P<br>DAMAGE -DESTROYED<br>ER CONTROLLED | CR-<br>PX-          | 1 0               | ) 0<br>) 0<br>ASE 0         | NONCOMMERCIAL<br>Pleasure<br>F operation<br>Ight Normal Cruise   | PRIVATE, AG<br>Hours, 102 In | 5E 50, 242 TOTAL<br>1 TYPE.         |
|        | PILOT IN<br>FACTOR<br>WEATHER -<br>WEATHER -<br>WEATHER -<br>WEATHER BRIG<br>WEATHER FOR | COMMAND - CONT<br>COMMAND - SPAT<br>- LOW CEILING<br>- FOG<br>- OBSTRUCTIONS<br>FEING - BRIEFED B<br>ECAST - FORECAST |   |                     |                   |                             |  |                              |                                     |
| 2-0926 | TIME - 134<br>TYPE OF ACCI<br>GROUND-W   |   | GRUMMAN G-44A<br>N-41988<br>Damage -substantia  | CR-<br>PX-<br>L OT- | 0 0<br>1 0        | ) 2<br>) 2<br>ASE 0<br>LAND | NONCOMMERCIAL<br>PLEASURE<br>F OPERATION<br>ING ROLL<br>ING ROLL | COMMERCIAL,<br>TOTAL HOURS,  | AGE 63, 15250<br>6750 IN TYPE,      |
|        | PILOT IN   | COMMAND - IMPRO   | DPER RECOVERY FROM BO<br>ED TO MAINTAIN DIRECT<br>E ANCHORED FISHING BO               | IONAL C             | DNTR              | IOL                         | D SVRL TIMES,STRUCK  | BOAT. BOAT OWN               | IER KILLED                          |

BRIEFS OF ACCIDENTS

| DOCKET | DATE   | LOCATION  | AIRCRAFT DATA   |                                    | F                 |           | M/N    | FLIGHT<br>PURPOSE                        | PILOT DATA  |
|--------|--|---|---|------------------------------------|-------------------|-----------|--------|--|---|
| 2-0927 |  | RACY,CALIF  | CESSNA 120<br>N-1800N<br>DAMAGE -DESTROYED  | CR-<br>PX-                         | 1                 | 0         | 0      | NONCOMMERCIAL<br>PLEASURE                | PRIVATE, AGE 31, 194 TOTAL<br>Hours, 17 In Type.                |
|        | TYPE OF ACC<br>Stall   | IDENT   |   |                                    | Ρ                 |           |        | OPERATION<br>FF INITIAL CLIMB            |   |
|        | PILOT IN<br>PILOT IN<br>MISCELLA   | COMMAND - FAILE<br>COMMAND - SPATI<br>COMMAND - PHYSI<br>NEOUS ACTS;CONDITI   | D TO OBTAIN/MAINTAIN<br>AL DISORIENTATION<br>CAL IMPAIRMENT<br>DNS - ALCOHOLIC IM<br>0.14 PERCENT. SUFFIC | PAIRME                             | NT                | OF        | EFFI   | CIENCY AND JUDGEME<br>SS OF CRITICAL JUD | ENT<br>DGMENT.  |
| 2-0928 | 9/6/67 C<br>TIME - 091   | RAWFORDSVLE,IND<br>5  | N-8411Y   | CR-<br>PX-                         | 2<br>0            | 0<br>0    | 0<br>0 | INSTRUCTIONAL<br>DUAL                    | CONMERCIAL,FL.INSTR., AGE 42,<br>1471 TOTAL HOURS, 43 IN TYPE.  |
|        | DAMAGE -DESTROYED<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>STALL SPIN INFLIGHT NORMAL CRUISE  |   |   |                                    |                   |           |        |  |   |
|        | FIRE AFTER   | COMMAND - FAILE<br>IMPACT   | D TO OBTAIN/MAINTAIN<br>MULTI-ENG RATING,NO   |                                    |                   |           |        | EXPERIENCE.                              |   |
| 2-0929 | 10/25/67 A<br>TIME - 215   | THELSTANE,WIS<br>5  | MOONEY M2OC<br>N-2960L<br>DAMAGE -DESTROYED   | CR-<br>PX-                         | 1<br>0            | 0<br>0    | 0<br>0 | NONCOMMERCIAL<br>BUSINESS                | PRIVATE, AGE 20, 228 TOTAL<br>Hours, 65 in type.                |
|        | TYPE OF ACC<br>Collided  | IDENT<br>WITH TREES   |   |                                    | ρ                 |           |        | OPERATION<br>GHT NORMAL CRUISE           | E   |
|        | PILOT IN<br>FACTOR<br>WEATHER<br>WEATHER BRI<br>WEATHER BRI<br>WEATHER FOR<br>MISSING AIR  | COMMAND - CONTI<br>COMMAND - SPATI<br>- LOW CEILING<br>- SNOW<br>EFING - BRIEFED BY   | FSP, IN PERSON<br>JBSTANTIALLY CORRECT<br>RED   |                                    | SE                | WEA       | THER   | CONDITIONS                               |   |
| 2-0930 | 10/12/67 L<br>TIME - 102   |   | HUGHES 269A<br>N-8718F  | P A-                               | 0<br>0            | 0<br>0    | 1<br>1 | COMMERCIAL<br>Mapping/Photo              | COMMERCIAL,FL.INSTR., AGE 36,<br>2946 TOTAL HOURS, 1400 IN TYPE |
|        | DAMAGE -SUBSTANTIAL<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE<br>HARD LANDING LEVEL OFF/TOUCHDOWN |   |   |                                    |                   |           |        |  |   |
|        | MISCELLA<br>MAINTENA<br>PILOT IN<br>FACTOR<br>MISCELLA<br>MISCELLA   | SION ROTOR DRIVE S<br>NEOUS ACTS,CONDITI<br>NCE,SERVICING,INSP<br>COMMAND — IMPRO<br>NEOUS ACTS,CONDITI<br>NEOUS ACTS,CONDITI |   | TURE<br>E MAIN<br>ICATIO<br>ED APP | TEN<br>N-S<br>ROA | РЕС<br>Сн |        | D INSPECTION<br>PART,NOT SYSTEM          |   |

|        |  | ION AIRCRAFT DATA  | FS   | M/N F   | PURPOSE                                      | PILOT DATA  |
|--------|--|--|--|---|--|---|
| 2-0931 | 10/13/67 CAMDEN↓ARK<br>TIME - 1515   |  | CR- 1 0<br>PX- 3 0   | 0 CDM   | MMERCIAL                                     | COMMERCIAL, FL. INSTR., AGE 50,<br>G 20000 TOTAL HOURS, 400 IN TYPE |
|        | TYPE OF ACCIDENT<br>PROPELLER/ROTOR FAIL<br>COLLIDED WITH TREES  | LURE PROPELLER   | PHAS<br>I  | E OF OPE<br>NFLIGHT<br>ANDING                                 |  | HDOWN   |
|        | MISCELLANEOUS ACTS,<br>MAINTENANCE,SERVICH<br>EMERGENCY CIRCUMSTANCE<br>FIRE AFTER IMPACT  | LER AND ACCESSORIES - HY<br>CONDITIONS - FATIGUE FRA<br>NG,INSPECTION - IMPROPER<br>S - FORCED LANDING OFF AIR<br>BOLTS,P/N 278-336,OF THE F   | ACTURE<br>R MAINTENANCE<br>RPORT ON LAND                                   |   | L MECHANISM                                  |   |
| 2-0932 | 10/14/67 BLOOMER,WIS<br>TIME - 1725  | CHAMPION 7ECA<br>N-2820g<br>DAMAGE -DESTROYED  | PX- 1 0  | 0 MI 9  | SCELLANEOUS<br>FERRY                         | PRIVATE, AGE 17, 192 TOTAL<br>Hours, 12 in Type.                    |
|        | TYPE OF ACCIDENT<br>STALL  |  | PHAS   | E OF OPE<br>NFLIGHT   | ERATION<br>ACROBATICS                        |   |
|        | MISCELLANEOUS ACTS,  | FAILED TO OBTAIN/MAINTAI<br>CONDITIONS - UNWARRENTEC<br>ING ACROBATICS AT LOW ALTI   | ) LOW FLYING   | D   |  |   |
|        |  |  |  |   |  |   |
| 2-0933 | 10/22/67 KICHFORD,VT<br>TIME - 0730  | PIPER PA-28<br>N-9737J<br>Damage -destroyed  | PX- 3 0  |   | NCOMMERCIAL<br>PLEASURE                      |   |
| 2-0933 | TIME - 0730<br>TYPE OF ACCIDENT<br>AIRFRAME FAILURE IN   | N-9737J<br>DAMAGE -DESTROYED   | PX-30<br>)<br>PHAS<br>I  | 0 F<br>E OF OPE<br>NFLIGHT                                    | PLEASURE<br>ERATION                          | HOURS, 31 IN TYPE.  |
| 2-0933 | TIME - 0730<br>TYPE UF ACCIDENT<br>AIRFRAME FAILURE IN<br>COLLISION WITH GROUN<br>PROBABLE CAUSE<br>PILOT IN COMMAND -<br>PILOT IN COMMAND -<br>FLIGHT CONTROL SURF/<br>FACTOR | N-9737J<br>DAMAGE -DESTROYED<br>N FLIGHT<br>ND/WATER UNCONTROLLED<br>INADEQUATE PREFLIGHT PRE<br>CONTINUED VFR FLIGHT INT<br>SPATIAL DISORIENTATION<br>ACES - HORIZONTAL STABIL<br>CONDITIONS - SEPARATION | PX- 3 0<br>PHAS<br>I<br>EPARATION AND/<br>ID ADVERSE WEA<br>LIZER,ATTACHME | O F<br>E OF OPE<br>NFLIGHT<br>NFLIGHT<br>OR PLANN<br>THER COM | PLEASURE<br>ERATION<br>OTHER<br>UNCONTROLLED | HOURS, 31 IN TYPE.  |

|        |  |   | BRIEFS  |                |           |                   | s      |       |                            |   |
|--------|--|---|---|----------------|-----------|-------------------|--------|-------|----------------------------|---|
| DOCKET | DATE   |   | AIRCRAFT DATA                                   | INJU           | RIE:<br>F | s<br>s            | M/1    | N     | FLIGHT<br>PURPOSE          | PILOT DATA  |
| 2-0934 |  | PITTSBURG,CALIF<br>15   | CESSNA 310D<br>N-6947T<br>DAMAGE -DESTROYED     |                |           | -                 |        |       | DNCOMMERCIAL<br>BUSINESS   | PRIVATE, AGE 52, 2855 TOTAL<br>Hours, 1031 In Type.             |
|        | TYPE OF ACC<br>COLLISI   | CIDENT<br>ON WITH GROUND/WATER  |   |                |           | PHASE OF<br>INFLI |        |       |                            |   |
|        |  | AUSE<br>ANEOUS - UNDETERMI<br>JTOPILOT MASTER SWIT  |   | H WER          | E FI      | OUNI              | DI     | N THI | E ON POSITION.             |   |
| 2-0935 | 10/29/67<br>TIME - 21  | AURORA;WIS<br>15  | BEECH C-45H<br>N-956C<br>DAMAGE -DESTROYED      | CR-<br>PX-     | 1<br>0    | 0<br>0            | 0<br>0 | N     | DNCDMMERCIAL<br>BUSINESS   | COMMERCIAL,FL.INSTR., AGE 36,<br>1843 TOTAL HOURS, 102 IN TYPE. |
|        | TYPE OF ACC<br>Collider  | CIDENT<br>DWITH TREES   |   |                |           |                   |        |       | PERATION<br>OTHER          |   |
|        | FACTOR<br>WEATHER<br>WEATHER<br>WEATHER<br>WEATHER BR<br>WEATHER FOR<br>FIRE AFTER | N COMMAND - IMPROF<br>- LÓW CEILING<br>- RAIN<br>- FOG<br>IEFING - BRIEFED BY<br>RECAST - FORECAST SU | FSP, BY PHONE<br>BSTANTIALLY CORRECT            |                |           |                   |        |       |                            |   |
| 2-0936 | 11/1/67<br>TIME - 204  | GRAND CANYON;ARIZ<br>40   | CESSNA 182<br>N-3555Y<br>DAMAGE -DESTROYED      | CR-<br>PX-     | 1<br>4    | 0<br>0            | 0<br>0 | N     | DNCOMMERCIAL<br>Pleasure   | PRIVATE, AGE 27, 274 TOTAL<br>Hours, 12 in type.                |
|        | TYPE OF ACC<br>COLLIDE   | CIDENT<br>DWITH TREES   | DAMAGE -DESTRUTED                               |                | i         |                   |        |       | PERATION<br>TRAFFIC PATTER | N-CIRCLING  |
|        |  | AUSE<br>N COMMAND - MISJUE<br>NVESTIGATOR UNABLE T  |   | AL RE          | POR       | Τ.                |        |       |                            |   |
| 2-0937 |  | WASHINGTON,DC<br>20   | SUDAVIATIONDA20<br>N-809F<br>DAMAGE -SUBSTANTIA |                | 0<br>0    | 0<br>0            | 2<br>0 | N     | DNCOMMERCIAL<br>Corp/exec  | AIRLINE TRANSPORT, AGE 48,<br>19000 Total Hours, 530 in Type.   |
|        | TYPE OF ACC<br>GEAR RE   |   | DANAGE SUSTANTIA                                | -              | I         |                   |        |       | PERATION<br>ROLL           |   |
|        | MISCELL  | AÚSE<br>GEAR - SWITCHES,L<br>ANEOUS ACTS,CONDITIC<br>ANCE,SERVICING,INSPE<br>JST AND CORROSION WI     | INS - CORRODED/COR                              | ROSIO<br>E MAI | N<br>NTEI | NAN               |        |       |                            | EAR DRAG STRUT.   |

BRIEFS OF ACCIDENTS \_\_\_\_\_ \_\_\_\_\_

| DOCKET | DATE LOCATIO   |   | F S M/N                    | FLIGHT<br>PURPOSE             | PILOT DATA  |  |  |  |  |  |  |
|--------|--|---|----------------------------|-------------------------------|---|--|--|--|--|--|--|
| 2-0938 | 7/15/67 SEPULVEDA, CAL)<br>TIME - 0742   |   | CR- 1 0 0<br>PX- 1 0 0     |                               | PRIVATE, AGE 45, 270 TOTAL<br>Hours, 28 in type.                |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>COLLISION WITH AIRCRA  | AFT BOTH IN FLIGHT  | PHASE OF                   | OPERATION<br>NG TRAFFIC PATTE | ERN-CIRCLING  |  |  |  |  |  |  |
|        |  | FAILED TO SEE AND AVOID<br>NEL - PILOT OF OTHER AI                            |                            |                               |   |  |  |  |  |  |  |
|        | PILOT IN COMMAND -<br>FIRE AFTER IMPACT  | FAILED TO FOLLOW APPROVE<br>N EXTENDED DOWNWIND,BEECH                         |                            |                               | RNED OF TRAFFIC BY TOWER.                                       |  |  |  |  |  |  |
|        |  |   |                            |                               |   |  |  |  |  |  |  |
| 2-0938 | 7/15/67 SEPULVEDA,CALI<br>TIME - 0742  | IF BEECH C-45H<br>N-611wp<br>DAMAGE -SUBSTANTI                                |                            | MISCELLANEOUS<br>FERRY        | COMMERCIAL,FL.INSTR., AGE 46,<br>3650 TOTAL HOURS, 100 IN TYPE. |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>Collision with Aircra  | AFT BOTH IN FLIGHT  | PHASE OF                   | OPERATION<br>NG TRAFFIC PATTE | ERN-CIRCLING  |  |  |  |  |  |  |
|        | PROBABLE CAUSE<br>MISCELLANEOUS-PERSONNEL - PILOT OF OTHER AIRCRAFT<br>PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT<br>FACTOR |   |                            |                               |   |  |  |  |  |  |  |
|        | PILOT IN COMMAND -<br>Emergency circumstances  | FAILED TO FOLLOW APPROVE<br>- PRECAUTIONARY LANDING<br>SUSPECTED OR KNOWN AIR | ON AIRPORT<br>CRAFT DAMAGE | -                             |   |  |  |  |  |  |  |
|        | REMARKS- PIPER N5966W ON   | N EXTENDED DOWNWIND.BEECH   | NGIIWP ON BASE L           | EG. BOTH PLTS WAR             | NED OF TRAFFIC BY TOWER.  |  |  |  |  |  |  |
| 2-0939 | 12/19/67 MANVEL,TEX<br>TIME - 1535   | PIPER PA-24<br>N-6885P<br>DAMAGE -DESTROYED                                   | PX- 0 0 0                  | NONCOMMERCIAL<br>BUSINESS     | PRIVATE, AGE 49, 1178 TOTAL<br>Hours, 3 in type.                |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>Collision with ground  | D/WATER CONTROLLED  | PHASE OF                   | OPERATION<br>NG INITIAL APPRO | DACH  |  |  |  |  |  |  |
|        |  | SPATIAL DISORIENTATION<br>IMPROPER IFR UPERATION                              |                            |                               |   |  |  |  |  |  |  |
|        | FLIGHT AND NAVIGATION  | INSTRUMENTS - ATTITUD<br>INDITIONS - MATERIAL FA                              |                            |                               |   |  |  |  |  |  |  |

| UCKET | DATE   | LOCATION  | AIRCRAFT DATA   | INJURI               | ES<br>F | s 1       | 4/N    | FLIGHT<br>PURPOSE                                     | PILOT DATA                                |          |  |
|-------|--|---|---|----------------------|---------|-----------|--------|---|---|----------|--|
| -0940 |  | W GULF,TEX  |   | CR-<br>PX-           |         |           |        |   | STUDENT, AGE 51, 29<br>Hours, 13 In type. | 9 TOTAL  |  |
|       | TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLIDED WITH OBJECT INFLIGHT LOW PASS                                |   |   |                      |         |           |        |   |   |          |  |
|       | FACTOR<br>MISCELLAN  | COMMAND - FAILE   | D TO SEE AND AVOID C  |                      |         |           | STRU   | CTIONS  |   |          |  |
| -0941 | 11/18/67 AT<br>TIME - 1220<br>TYPE OF ACCI<br>COLLIDED 1   | HENS,ALA<br>Dent<br>With object   | AERONCA 11AC<br>N-3719E<br>Damage -Substantia   | CR-<br>PX-<br>NL OT- | PH      | ASE       | E OF   | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>GHT BUZZING | PRIVATE, AGE 24, 20<br>Hours, 71 in type. | 08 TOTAL |  |
|       | MISCELLAN  | COMMAND - MISJU<br>EOUS ACTS,CONDITI  | IDGED CLEARANCE<br>ONS - UNWARRENTED<br>IVIDUAL ON GRUUND.  | LOW FLY              | 'I NG   |           |        |   |   |          |  |
| -0942 | 11/19/67 WAN<br>TIME - 1500  | RNER SPRG,CALIF   | PIPER PA-24<br>N-6556P<br>DAMAGE -DESTROYED   | CR-<br>PX-           | 1 4     | 0         | 0<br>0 | NONCOMMERCIAL<br>BUSINESS                             | STUDENT, AGE 40, 68<br>Hours, 40 in type. | 3 TOTAL  |  |
|       | TYPE OF ACCIN<br>COLLISION   | DENT  | R UNCONTROLLED  |                      | PH.     | ASE<br>IM | E OF   | OPERATION<br>GHT UNCONTROLLED                         | DESCENT                                   |          |  |
|       | PILOT IN<br>FACTOR<br>WEATHER -<br>WEATHER -<br>WEATHER -<br>WEATHER BRIEL<br>WEATHER FORE(<br>FIRE AFTER I) | COMMAND - CONTI<br>COMMAND - SPATI<br>LOW CEILING<br>RAIN<br>TURBULENCE, AS<br>FING - BRIEFED BY<br>CAST - FORECAST S<br>PACT | NUED VFR FLIGHT INTO<br>AL DISORIENTATION<br>SOCIATED W/ CLOUDS,<br>FSP, BY PHONE<br>UBSTANTIALLY CORRECT<br>ATED.WX BRIEFER ADVS | THUNDER              | STO     | RMS       | 5      |   | PORTION OF RTE.                           |          |  |
| -0943 | 11/25/67 TR/<br>TIME - 0850  | AN SYL VAN IA, LA   | PIPER PA-18<br>N-9776D<br>DAMAGE -DESTROYED   | CR-<br>PX-           | 1 (     | 2<br>2    | 0<br>0 | NONCOMMERCIAL<br>Pleasure                             | PRIVATE, AGE 25, 32<br>Hours, 6 in type.  | 27 TOTAL |  |
|       | TYPE OF ACCIN<br>STALL   | DENT  | DAMAGE DESTRUTED  |                      |         |           |        | OPERATION<br>GHT OTHER                                |   |          |  |
|       |  | COMMAND - FAILE   | D TO OBTAIN/MAINTAIN<br>ALLEGED WOUNDED DEE   |                      | SPI     | EEC       | )      |   |   |          |  |

BRIEFS OF ACCIDENTS DOCKET LOCATION AIRCRAFT DATA FLIGHT PILOT DATA DATE INJURIES F S M/N PURPOSE 12/1/67 URANGE, TEX CESSNA 182 CR-100 NONCOMMERCIAL PRIVATE, AGE 42, UNKNOWN 2-0944 TIME - 1854 N-8952X PX-200 PLEASURE TOTAL HOURS, UNKNOWN IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION CULLIDED WITH TREES INFLIGHT NORMAL CRUISE PROBABLE CAUSE PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE REMARKS- PLT NOT INSTRUMENT RATED. HOME-BUILT BURRO 2-0945 12/3/67 JAMUL, CALIF CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 45, 210 TOTAL TIME - 1400 N-405 PX- 0 1 0 PLEASURE HOURS, 45 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN INFLIGHT BUZZING PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING 2-0946 12/9/67 BLACK UAK, ARK PIPER PA-24 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 35, 197 TOTAL TIME - 0900 N-7657P PX- 0 0 0 BUSINESS HOURS, ALL IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED INFLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND -CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT FIRE AFTER IMPACT REMARKS- PLT NOT INSTRUMENT RATED.PLT WAS ADVSD FLT CONDS BLO VFR.BUT CONTINUED.ON ARRYL ALL DEST STAS. IFR

| MISCELLANEOUS A<br>/15/67 BUTLER,P/<br>IME - 1740<br>PE OF ACCIDENT<br>ENGINE FALLURE (<br>COLLIDED WITH 1<br>OBABLE CAUSE<br>PILOT IN COMMANI<br>MISCELLANEOUS A<br>CTOR<br>TERRAIN - HIGI<br>MISCELLANEOUS A<br>ERGENCY CIRCUMST/<br>MARKS- PLT DID NO  | D – FAILE<br>GTS, CONDITIC<br>A<br>OR MALFUNCT:<br>WIRES/POLES<br>D – INADEC<br>CTS, CONDITIC<br>ANCES – FORC   | QUATE PREFLIGHT PRE<br>PER IN-FLIGHT DECIS<br>DNS - FUEL EXHAUS<br>DNS - MISCALCULAT<br>DNS - MISCALCULAT<br>DED LANDING OFF AIR  | N FLYIN<br>LOW FL<br>CR-<br>PX-<br>)<br>PARATIO<br>SIONS OR<br>TION<br>TED FUEL  |   | 0<br>PHASI<br>II<br>SPEEI<br>IG<br>0<br>PHASI<br>LI<br>LANN<br>ANN/I   | O<br>E DF (<br>NFLIG<br>D<br>D<br>E OF (<br>ANDIN(<br>ANDIN(<br>OR PL/<br>ING  |   | COMMERCIAL, AGE 24, UNKNOWN<br>TOTAL HOURS, UNKNOWN IN TYPE.<br>COMMERCIAL, AGE 21, 300 TOTA<br>HOURS, UNKNOWN IN TYPE.   |
|---|---|---|--|---|--|--|---|---|
| OBABLE CAUSE<br>PILOT IN COMMANI<br>MISCELLANEOUS AN<br>MISCELLANEOUS AN<br>IME - 1740<br>PE OF ACCIDENT<br>ENGINE FALLURE (<br>COLLIDED WITH 1<br>OBABLE CAUSE<br>PILOT IN COMMANI<br>MISCELLANEOUS AN<br>CTOR<br>TERRAIN - HIGI<br>MISCELLANEOUS AN<br>ERGENCY CIRCUMST/<br>MARKS- PLT DID NO | CTS, CONDITIO<br>A<br>OR MALFUNCTI<br>WIRES/POLES<br>D – INADEO<br>CTS, CONDITIO<br>ANCES – FORO  | DNS - UNWARRENTED<br>BEECH T-34<br>N-9182R<br>DAMAGE -DESTROYED<br>ION<br>QUATE PREFLIGHT PRE<br>PER IN-FLIGHT DECIS<br>DNS - FUEL EXHAUS<br>DNS - MISCALCULAT<br>DED LANDING OFF AIR   | CR-<br>PX-<br>PX-<br>PX-<br>PX-<br>PX-<br>PARATIO<br>SIONS OR<br>STION   |   | O<br>O<br>PHASI<br>AND/I<br>ANN  | D<br>1<br>E OF (<br>ANDIN<br>ANDIN<br>OR PL/<br>ING  | NONCOMMERCIAL<br>PLEASURE<br>DPERATION<br>G GO-AROUND<br>G FINAL APPROACH<br>ANNING   |   |
| IME - 1740<br>PE OF ACCIDENT<br>ENGINE FAILURE (<br>COLLIDED WITH<br>DBABLE CAUSE<br>PILOT IN COMMANI<br>MISCELLANEOUS AT<br>CTOR<br>TERRAIN - HIGI<br>MISCELLANEOUS AT<br>ERGENCY CIRCUMST/<br>MARKS- PLT DID NO   | OR MALFUNCT<br>WIRES/POLES<br>D - INADE<br>CTS, CONDITIC<br>CTS, CONDITIC<br>ANCES - FORC   | N-9182R<br>DAMAGE -DESTROYED<br>ION<br>QUATE PREFLIGHT PRE<br>PER IN-FLIGHT DECIS<br>DNS - FUEL EXHAUS<br>DNS - FUEL EXHAUS<br>DNS - MISCALCULAT<br>CED LANDING OFF AIR   | PX-<br>PARATIO<br>JONS OR<br>JION<br>TED FUEL  | 0<br>F<br>PL  | O<br>PHASI<br>Li<br>Li<br>AND/I<br>ANN   | I<br>E OF (<br>ANDING<br>ANDING<br>OR PL/<br>ING   | PLEASURE<br>OPERATION<br>G GO-AROUND<br>G FINAL APPROACH<br>ANNING  |   |
| ENGINE FAILURE (<br>COLLIDED_WITH 1<br>DBABLE CAUSE<br>PILOT IN COMMANI<br>MISCELLANEOUS AT<br>CTOR<br>TERRAIN - HIGI<br>MISCELLANEOUS AG<br>ERGENCY CIRCUMST/<br>MARKS- PLT DID NO   | WIRES/POLES<br>D - INADEG<br>D - IMPROF<br>CTS,CONDITIG<br>H OBSTRUCTIG<br>CTS,CONDITIG<br>ANCES - FORG   | ION<br>QUATE PREFLIGHT PRE<br>PER IN-FLIGHT DECIS<br>DNS - FUEL EXHAUS<br>DNS - MISCALCULAT<br>DNS - MISCALCULAT<br>DED LANDING OFF AIR   | PARATIO<br>JONS OR<br>STION  | N /<br>PL<br>CC   | LI<br>LI<br>AND/I<br>ANN   | ANDING<br>ANDING   | G GO-AROUND<br>G FINAL APPROACH<br>Anning   |   |
| PILOT IN COMMANN<br>PILOT IN COMMANN<br>MISCELLAÑEOUS AT<br>CTOR<br>TERRAIN - HIG<br>MISCELLANEOUS AT<br>REGENCY CIRCUMST<br>MARKS- PLT DID NO  | D - IMPROF<br>CTS,CONDITIO<br>H OBSTRUCTIO<br>CTS,CONDITIO<br>ANCES - FORO  | PER IN-FLIGHT DECIS<br>DNS - FUEL EXHAUS<br>DNS<br>DNS - MISCALCULAT<br>CED LANDING UFF AIR   | TIONS OR   | PL<br>CC  |  | ING  |   |   |
|   |   |   |  |   |  |  |   |   |
| /25/67 REDLANDS<br>IME - 1030<br>PE OF ACCIDENT<br>UNDERSHOOT<br>COLLIDED WITH I  |   | CESSNA 140<br>N-72100<br>Damage -Destroyed  | PX-  | 0   | 0<br>PHASI<br>L  | O<br>E OF I<br>ANDING  | INSTRUCTIONAL<br>SOLO<br>OPERATION<br>G FINAL APPROACH<br>G FINAL APPROACH  | STUDENT, AGE 26, 12 TOTAL<br>Hours, all in type.  |
| OBABLE CAUSE<br>PILOT IN COMMAND<br>CTOR<br>TERRAIN - HIG   | D - MISJU   |   |  |   | <b>-</b>   |  |   |   |
|   |   | PIPER PA-32<br>N-3773W<br>DAMAGE -DESTROYED   | PX-  |   |  |  | NONCOMMERCIAL<br>Pleasure   | COMMERCIAL,FL.INSTR., AGE 66,<br>10028 TOTAL HOURS, UNKNOWN IH<br>Type.   |
| PE OF ACCIDENT<br>Collision with (  | GROUND/WATER  |   |  | F   |  |  |   |   |
| PILOT IN COMMAND<br>CTOR<br>WEATHER - LOW   | D – ATTEMP<br>CEILING   | PTED OPERATION BEYO   | IND EXPE   | RIE   | ENCE   | /ABIL  | ITY LEVEL   |   |
|   | 24/67 BELLEVIL<br>ME'- 1557<br>PE OF ACCIDENT<br>COLLISION WITH<br>DBABLE CAUSE<br>PILOT IN COMMAN<br>FILOT IN COMMAN<br>TOR<br>WEATHER - LOW<br>WEATHER - FOG<br>WEATHER - FOG | 24/67 BELLEVILLE,MICH<br>ME - 1557<br>PE OF ACCIDENT<br>COLLISION WITH GROUND/WATER<br>DBABLE CAUSE<br>PILOT IN COMMAND - EXERC<br>PILOT IN COMMAND - ATTEM<br>TOR<br>WEATHER - LOW CEILING<br>WEATHER - FOG<br>UTHER BRIEFING - BRIEFED BY | 24/67 BELLEVILLE,MICH PIPER PA-32<br>ME - 1557 DAMAGE -DESTROYED<br>PE OF ACCIDENT<br>COLLISION WITH GROUND/WATER CONTROLLED<br>DBABLE CAUSE<br>PILOT IN COMMAND - EXERCISED POOR JUDGMENT<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYO<br>TOR<br>WEATHER - LOW CEILING<br>WEATHER - FOG<br>WEATHER - FOG<br>STHER BRIEFING - BRIEFED BY FSP, BY PHONE | ME - 1557 N-373W PX-<br>DAMAGE -DESTROYED<br>COLLISION WITH GROUND/WATER CONTROLLED<br>DBABLE CAUSE<br>PILOT IN COMMAND - EXERCISED POOR JUDGMENT<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPE<br>TOR<br>WEATHER - LOW CEILING<br>WEATHER - FOG<br>WHEATHER - FOG<br>STHER BRIEFING - BRIEFED BY FSP, BY PHONE | 224/67       BELLEVILLE,MICH       PIPER       PA-32       CR-2         ME - 1557       N-3773W       PX-0         DAMAGE - DESTROYED       DAMAGE - DESTROYED         YE       OF       ACCIDENT       PC         COLLISION WITH GROUND/WATER       CONTROLLED       PO         DBABLE CAUSE       PILOT IN COMMAND -       EXERCISED POOR JUDGMENT         PILOT IN COMMAND -       ATTEMPTED OPERATION BEYOND EXPERIENT         TOR       WEATHER -       LOW CEILING         WEATHER -       FOG       THER BRIEFING - | 224/67       BELLEVILLE,MICH       PIPER PA-32       CR-20         ME - 1557       N-3773W       PX-00         DAMAGE - DESTROYED       DAMAGE         YE OF ACCIDENT       PHAS         COLLISION WITH GROUND/WATER       CONTROLLED         DBABLE CAUSE       PILOT IN COMMAND -         PILOT IN COMMAND -       EXERCISED POOR JUDGMENT         PILOT IN COMMAND -       ATTEMPTED OPERATION BEYOND EXPERIENCE         TOR       WEATHER -       LOW CEILING         WEATHER -       FOG         THER BRIEFING -       BRIEFED BY FSP, BY PHONE | 224/67       BELLEVILLE,MICH       PIPER PA-32       CR-2001         ME - 1557       N-3773W       PX-000         DAMAGE - DESTROYED       DAMAGE - DESTROYED         PE OF ACCIDENT       PHASE OF 0         COLLISION WITH GROUND/WATER CONTROLLED       PHASE OF 0         DBABLE CAUSE       PILOT IN COMMAND -         PILOT IN COMMAND -       EXERCISED POOR JUDGMENT         PILOT IN COMMAND -       ATTEMPTED OPERATION BEYOND EXPERIENCE/ABIL         TOR       WEATHER -       LOW CEILING         WEATHER -       FOG       THER BRIEFING - BRIEFED BY FSP, BY PHONE | 224/67     BELLEVILLE, MICH     PIPER PA-32     CR-200     NONCOMMERCIAL       ME - 1557     N-3773W     PX-000     PLEASURE       DAMAGE - DESTROYED     PHASE OF OPERATION       PE OF ACCIDENT     PHASE OF OPERATION       COLLISION WITH GROUND/WATER CONTROLLED     INFLIGHT NORMAL CRUISE       NBABLE CAUSE     PILOT IN COMMAND -     EXERCISED POOR JUDGMENT       PILOT IN COMMAND -     ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL       TOR     WEATHER -     LOW CEILING       WEATHER -     FOG |

| DOCKET | DATE LOCA  | ATION AIRCRAFT DATA   | INJURIES FLIGHT<br>F S M/N PURPOSE                                 | PILOT DATA   |  |  |  |  |  |  |
|--------|--|---|--|--|--|--|--|--|--|--|
| 3-3501 | 7/30/67 PRINCETON,<br>TIME - 1903  | MINN CESSNA 180<br>N-9171T<br>DAMAGE -SUBSTANT  | CR- 0 0 1 NONCOMMERCIAL<br>PX- 0 0 2 PLEASURE                      | COMMERCIAL,FL.INSTR., AGE 46,<br>2000 TOTAL HOURS, 1000 IN TYPE. |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>Engine failure or<br>Nose_over/down  |   | PHASE OF OPERATION<br>INFLIGHT NORMAL CRUI<br>LANDING LEVEL OFF/TO |  |  |  |  |  |  |  |
|        | FACTOR<br>MISCELLANEOUS ACT  | S₊CONDITIONS - AIRCRAFT C<br>CES - FORCED LANDING OFF AI  |  |  |  |  |  |  |  |  |
| 3-3502 | 8/2/67 ST.JOSEPH,∤<br>TIME - 1330  | MD BEECH 95-855<br>N-262Q<br>DAMAGE -SUBSTANT   | CR- 0 0 2 Noncommercial<br>PX- 0 0 1 Practice                      | COMMERCIAL,FL.INSTR., AGE 30,<br>2100 TOTAL HOURS, 30 IN TYPE.   |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION<br>ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING<br>WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN |   |  |  |  |  |  |  |  |  |
|        | LANDING GEAR - M   | S,CONDITIONS - SIMULATED<br>NORMAL RETRACTION/EXTENSION<br>EMERGENCY/EXTENSION ASSEMBL<br>CING,INSPECTION - INADEQU |  |  |  |  |  |  |  |  |
|        |  | S,CONDITIONS - ELECTRICAL<br>Y EXTENDED.GR MOTOR FAILED.  | . FAILURE<br>Invest disclosed emerg gear sys in                    | OP.PRACTICE SINGLE ENG LDG                                       |  |  |  |  |  |  |
| 3-3503 | 8/3/67 ST.MARIES,<br>TIME - 0815   | ID CESSNA 172<br>N-4299L<br>DAMAGE -SUBSTANT  | CR- 0 0 1 NONCOMMERCIAL<br>PX- 0 0 1 BUSINESS                      | PRIVATE, AGE 31, 138 TOTAL<br>Hours, 129 In Type.                |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR<br>OVERSHOOT   |   | PHASE OF OPERATION<br>Inflight Normal Crui<br>Landing Level Off/To |  |  |  |  |  |  |  |
|        | MISCELLANEOUS ACTS   | NG SYSTEMS - CARBURETOR D<br>S↓CONDITIONS - IMPROPERLY<br>CING↓INSPECTION - INADEOU                                 |  |  |  |  |  |  |  |  |

|       |  |   | BRIEFS  |                            |     |              |      |   |                        |                               |
|-------|--|---|---|----------------------------|-----|--------------|------|---|------------------------|-------------------------------|
| OCKET | DATÉ   | LOCATION  |   | INJURI                     |     |              | M/N  | FLIGHT<br>PURPOSE                                   | PILOT DAT              | A                             |
| -3504 | 8/4/67 GARDEN<br>TIME - 1423   |   | BELLANCA 14-13<br>N-86877<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-<br>L            |     |              |      | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE,<br>HOURS, 451 |                               |
|       | TYPE OF ACCIDENT<br>WHEELS-UP LAND   |   |   |                            | P   |              |      | OPERATION<br>NG LEVEL OFF/TOUC                      | HDOWN                  |                               |
|       | MISCELLANEOUS<br>MISCELLANEOUS<br>EMERGENCY CIRCUMS  | ACTS,CONDITIO<br>ACTS,CONDITIO<br>TANCES - PREC | TRACTION/EXTENSION A<br>VEXTENSION ASSEMBLY<br>JONS - JAMMED<br>DNS - MATERIAL FAI<br>CAUTIONARY LANDING O<br>VECTED MECHANICAL DI<br>JUMPED THE SPROCKET | LURE<br>N AIRPO<br>SCREPAN | RT  |              |      |   |                        |                               |
| -3505 | 8/5/67 MOSES L<br>TIME - 1850  | AKE,WASH  | CESSNA 150<br>N-8652G<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-                 |     |              |      | INS TRUCTIONAL<br>TRAINING                          | STUDENT,<br>Hours, 8 I | AGE 18, 34 TOTAL<br>N TYPE.   |
|       | TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED   | I   | DAMAGE - SUBSTANTIA   | L                          | P   | L.           | ANDI | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL           | HDOWN                  |                               |
|       | PROBABLE CAUSE<br>PILOT IN COMMA<br>FACTOR<br>MISCELLANEOUS                                |   | PER LEVEL OFF<br>DNS OVERLOAD FAI   | LURE                       |     |              |      |   |                        |                               |
| -3506 | 8/11/67 PONTIAC<br>TIME - 1430   | , SC  | CESSNA 337<br>N-2122X<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-                 |     |              |      | NONCOMMERCIAL<br>BUSINESS                           | PRIVATE,<br>Hours, 55  | AGE 46, 364 TOTAI<br>In type. |
|       | TYPE OF ACCIDENT<br>Engine failure<br>Wheels-up land                                       |   |   | L                          | P   | 1            | NFLI | OPERATION<br>GHT NORMAL CRUISE<br>NG LEVEL OFF/TOUC |                        |                               |
|       | MISCELLANEOUS  | ACTS,CONDITI                                    | NAGEMENT OF FUEL SYS<br>DNS – FUEL STARVAT<br>CAUTIONARY LANDING OF<br>ON FUEL  | ION                        | DRT |              |      |   |                        |                               |
|       | REMARKS- INTENTIO  |   | P LNDG ON HIWAY. BOT  | H ENGS                     | QU  | I <b>Τ</b> , | UNA  | BLE TO RESTART FRO                                  | INT ENG.               |                               |
| -3507 | 8/13/67 CLYDE,K<br>TIME - 1313   | ANS   | CESSNA 172C<br>N-9151B<br>Damage -substantia  | PX-                        |     |              |      | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE:<br>HDURS; 24  | AGE 26, 112 TOTAL<br>In Type. |
|       | DAMAGE -SUBSTANTIAL<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>NOSE OVER/DOWN |   |   |                            |     |              | NFLI | OPERATION<br>GHT NORMAL CRUISE<br>NG ROLL           | 1                      |                               |
|       | MISCELLANEOUS<br>MISCELLANEOUS<br>FACTOR   | ACTS,CONDITIC<br>ACTS,CONDITIC                  | YSTEM – LINES,HOSE<br>DNS – PRESSURE TOU<br>DNS – MATERIAL FAI  | LOW<br>LURE                |     | s            |      |   |                        |                               |
|       | TERRAIN - WE<br>EMERGENCY CIRCUMS  | T.SOFT GROUND<br>TANCES - FOR                   | DNS – EXCESSIVE TE<br>)<br>CED LANDING DFF AIRP<br>PRESSURE GUAGE FAIL  | ORT ON                     |     | ND           |      |   |                        |                               |

| DOCKET | DATE LOCATION   | AIRCRAFT DATA   | INJUR            | IES<br>F | s      | M/N    | FLIGHT<br>PURPOSE                                    | PILOT DAT              | A                             |
|--------|---|---|------------------|----------|--------|--------|--|------------------------|-------------------------------|
| 3-3508 | 8/16/67 VICHY,MO<br>TIME - 1100<br>TYPE OF ACCIDENT   | BELLANCA 14-19<br>N-526A<br>DAMAGE -DESTROYED                                       | CR-<br>PX-       |          |        |        | NONCOMMERCIAL<br>BUSINESS<br>OPERATION               | PRIVATE,<br>HOURS, 130 | AGE 47, 600 TOTAL<br>In Type. |
|        | ENGINE FAILURE OR MALFUNG<br>UNDERSHOOT   | TION  |                  |          | 1      | NFLI   | GHT NORMAL CRUISE<br>NG FINAL APPROACH               |                        |                               |
|        | PROBABLE CAUSE<br>POWERPLANT - FUEL SYSTEM<br>MISCELLANEOUS ACTS,CONDII<br>MISCELLANEOUS ACTS,CONDII<br>MAINTENANCE,SERVICING,INS<br>EMERGENCY CIRCUMSTANCES - FC<br>REMARKS-CARBURETOR FLOAT RUE | IONS - STUCK<br>IONS - FUEL STARVAT<br>PECTION - INADEQUAT<br>RCED LANDING OFF AIRP | E MAIN<br>ORT ON | LA       |        | EAN    | D INSPECTION   |                        |                               |
| 3-3509 | 8/24/67 BOVILL,ID<br>TIME - 1430  | CESSNA 182<br>N-3739U<br>Damage -substantia   | PX-              |          |        |        | NONCOMMERCIAL<br>BUSINESS                            | PRIVATE,<br>Hours, 211 | AGE 56, 900 TOTAL<br>In Type. |
|        | TYPE OF ACCIDENT<br>Overshoot<br>Collided With Trees  |   |                  | Ρ        | Ĺ      | ANDI   | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL            | HDOWN                  |                               |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - MISJ<br>PILOT IN COMMAND - FAIL  |   |                  |          |        |        |  |                        |                               |
| -3510  | 8/26/67 REDDING,CALIF<br>TIME - 1200  | PIPER PA-28<br>N-7438W<br>DAMAGE -SUBSTANTIA  |                  | 0<br>0   | 0<br>0 | 1<br>4 | NONCOMMERCIAL<br>Pleasure                            | PRIVATE,<br>Hours, 18  | AGE 38, 73 TOTAL<br>In Type.  |
|        | TYPE OF ACCIDENI<br>UVERSHOOT<br>GEAR COLLAPSED   |   |                  | P        | L      | ANDI   | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL            | HDOWN                  |                               |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - MISJ<br>PILOT IN COMMAND - FAIL<br>FACTOR  |   |                  |          |        |        |  |                        |                               |
|        | MISCELLANEOUS ACTS, CONDIT<br>REMARKS- 3 FT DROPOFF AT END  |   | LURE             |          |        |        |  |                        |                               |
| 3-3511 | 9/24/67 HUNTINGTON,MD<br>TIME - 1530  | WACO RNF<br>N-11206<br>DAMAGE -SUBSTANTIAI  | PX-              | 0<br>0   | 0<br>0 | 1<br>1 | NONCOMMERCIAL<br>Pleasure                            | PRIVATE,<br>Hours, 230 | AGE 54, 712 TOTAL<br>In Type. |
|        | TYPE OF ACCIDENT<br>Undershoot<br>Nose over/down  |   |                  | PI       | L      | ANDIM  | OPERATION<br>Ig final approach<br>Ig level off/touci | HDOWN                  |                               |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - MISJ<br>FACTOR<br>MISCELLAÑEUUS ACTS,CONDIT  |   | TITUDE           |          |        |        |  |                        |                               |

BRIEFS OF ACCIDENTS

| DOCKET | DATE   | LOCATION  | AIRCRAFT DATA   | INJU           | JRIE<br>F  | s<br>s   | M/N    | FL IGHT<br>PURPOSE                       | PILOT DATA  |  |  |
|--------|--|---|---|----------------|------------|--|--------|--|---|--|--|
| -3512  | 9/24/67 LC<br>TIME - 1130  | GANTON, PA  | CESSNA 150<br>N-2928S<br>DAMAGE -SUBSTANTIAL  | CR-<br>PX-     |            |  |        |  | STUDENT, AGE 24, 46 TOTAL<br>Hours, All in type.      |  |  |
|        | TYPE OF ACCI<br>COLLIDED<br>GEAR COLL  | WITH OBJECT   | -   | -              |            | PHASE OF OPERATION<br>TAKEOFF RUN<br>TAKEOFF RUN |        |  |   |  |  |
|        | FACTOR<br>MISCELLAN<br>Emergency CI  | COMMAND - INADE<br>EOUS ACTS, CONDITI<br>RCUMSTANCES - PRE<br>LOW | QUATE PREFLIGHT PREPA<br>ONS - OVERLOAD FAIL<br>CAUTIONARY LANDING OF<br>ON FUEL<br>F. LANDED ON FARM FIE | LURE<br>FF AI  | RPO        | RT   |        |  | SE GR STRUCK ROCK.                                    |  |  |
|        |  |   |   |                |            |  |        |  |   |  |  |
|        |  | NG LAKE,NY  | PIPER PA-16<br>N-5212H<br>Damage -substantial   | CR-<br>PX-     | - 0        | 0<br>0   | 1<br>1 | NONCOMMERCIAL<br>Pleasure                | PRIVATE, AGE 33, 212 TOTAL<br>Hours, 72 in Type.      |  |  |
|        | TYPE OF ACCI<br>OVERSHOOT<br>COLLIDED  |   |   | -              |            |  | LANDIN | OPERATION<br>IG LEVEL OFF/TOU<br>IG ROLL | JCHDOWN   |  |  |
|        | PROBABLE CAU<br>PILOT IN<br>PILOT IN<br>FACTOR   |   | DGED DISTANCE AND SPE<br>TED UNSUITABLE TERRAI  | EED<br>[N      |            |  |        |  |   |  |  |
|        |  | ADV   | D<br>CAUTIONARY LANDING OF<br>ERSE/UNFAVORABLE WEAT<br>ROACHING DARKNESS                                  |                | RPO        | RT   |        |  |   |  |  |
| -3514  | 9/24/67 BO<br>TIME - 1615  | STON, MASS  | NARDI SA FN333<br>N-916NS<br>DAMAGE -SUBSTANTIAL  | PX-            | - 0<br>- 0 | 0<br>0   | 1<br>2 | NONCOMMERCIAL<br>Pleasure                | COMNERCIAL, AGE 34, 1490<br>TOTAL HOURS, 140 IN TYPE. |  |  |
|        | DAMAGE -SUBSIANIIAL<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>GEAR RETRACTED LANDING LEVEL OFF/TOUCHDOWN |   |   |                |            |  |        |  |   |  |  |
|        | LANDING G<br>MISCELLAN   | COMMAND - FAILE<br>EAR - NORMAL RE<br>EOUS ACTS,CONDITI           | D TO ASSURE THE GEAR<br>TRACTION/EXTENSION AS<br>ONS - CORRODED/CORF<br>WEEN ROD ADJUSTING FE             | SSEME<br>Rosic | SLY<br>DN  |  |        |  | CTUATOR ASSEMBLIES.                                   |  |  |

BRIEFS OF ACCIDENTS

|        |   |  | BRIEFS C   | DF ACO     |      | NTS | 5      |   |  |
|--------|---|--|--|------------|------|-----|--------|---|--|
| DOCKET | DATE                                      | LOCATION   |  | INJU       | RIES |     | M/N    | FLIGHT<br>PURPOSE                                   | PILOT DATA   |
| 3-3515 | 9/24/67 WAN<br>TIME - 1100                |  | PIPER PA-22<br>N-6999B<br>DAMAGE -SUBSTANTIAL  | CR-<br>PX- |      |     |        | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 29, 16 TOTAL<br>Hours, 12 in type.      |
|        | TYPE OF ACCI<br>HARD LANI<br>GEAR COLI    | DING   |  | -          | P    | ι   | AND    | OPERATION<br>Ng level off/touc<br>Ng roll           | HDOWN  |
|        | FACTOR                                    | COMMAND - IMPRO  | PER RECOVERY FROM BOL<br>ONS - OVERLOAD FAIL   |            | LAN  | DIN | łG     |   |  |
| 3-3516 | 9/24/67 PI<br>TIME - 114(                 | HOENIX,ARIZ  | CESSNA 172<br>N-5781R<br>DAMAGE -SUBSTANTIAI   | PX-        |      |     | 1<br>2 | NONCOMMERCIAL<br>Pleasure                           | PRIVATE, AGE 39, 145 TOTAL<br>Hours, 120 in type.    |
|        |   | IDENT<br>ATER LOOP-SWERVE<br>WITH DITCHES  |  |            | P    | L   | ANDI   | OPERATION<br>NG ROLL<br>NG ROLL                     |  |
|        | WEATHER -<br>WEATHER BRII<br>WEATHER FORM | COMMAND - EXERC<br>- UNFAVORABLE WI<br>EFING - NO BRIEFIN<br>ECAST - UNKNOWN                               |  | STING      |      |     |        |   |  |
| 3-3517 | 9/24/67 Mi<br>TIME - 1300                 |  | BEECH 35<br>N-9662H<br>Damage -Substantial   | CR-<br>PX- |      |     |        | NONCOMMERCIAL<br>Pleasure                           | COMMERCIAL, AGE 36, 850 TOTAL<br>HOURS, 80 IN TYPE.  |
|        |   | IDENT<br>AILURE OR MALFUNCT<br>WITH FENCE,FENCE  | ION  |            | Ρ    | 1   | INFLI  | OPERATION<br>GHT NORMAL CRUISE<br>NG FINAL APPROACH |  |
|        | MISCELLAN<br>MISCELLAN<br>EMERGENCY CI    | NT — REDUCTION GEA<br>NEOUS ACTS,CONDITI<br>NEOUS ACTS,CONDITI<br>NEOUS ACTS,CONDITI<br>IRCUMSTANCES — FOR |  | URE        | N LA | ND  |        |   |  |
| 3-3518 | 9/25/67 MG<br>TIME - 1830                 | DRRISVILLE+NC<br>)   | PIPER PA-23<br>N-599M<br>DAMAGE -SUBSTANTIAL   | CR-<br>PX- |      |     |        | NONCOMMERCIAL<br>PLEASURE                           | COMMERCIAL, AGE 44, 339 TOTAL<br>Hours, 160 in type. |
|        | TYPE OF ACCI<br>GEAR RETR                 |  |  |            | Ρ    |     |        | OPERATION<br>FROM LANDING                           |  |
|        | FACTOR<br>MISCELLAN                       | GEAR - NORMAL RE<br>NEOUS ACTS,CONDITI<br>NEOUS ACTS,CONDITI   | TRACTION/EXTENSION AS<br>ONS - MATERIAL FAIL<br>ONS - PREVIOUS DAMA<br>EAR UPPER DRAG BROKEN | URE        |      | AFT | . OŁ   | WHERE ACTUATOR ATT.                                 | ACHES.   |

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BRIEFS OF ACCIDENTS

|       |                                     |                             | AIRCRAFT DATA   | TN 1110 | 1                                  |        |        | EL ICUT   |  |  |
|-------|-------------------------------------|-----------------------------|---|---------|------------------------------------|--------|--------|---|--|--|
| OCKET | DATE                                | LOCATION                    | AIRCRAFT DATA   | INJUK   |                                    |        | M/N    | FL IGHT<br>PURPOSE                              | PILOT DATA   |  |
| -3519 | 9/25/67 F<br>TIME - 151             | ORT WAYNE, IND<br>0         | CESSNA 150<br>N-8394G<br>DAMAGE -SUBSTANTIA                         | PX-     |                                    |        |        | INSTRUCTIONAL<br>SOLO                           | STUDENT, AGE 20, 12 TOTAL<br>Hours, All in type.             |  |
|       | TYPE OF ACC<br>GROUND-W<br>GEAR COL | ATER LUOP-SWERVE            | DANKOL SUDSTANTIA   | •       | ł                                  | 1      | AKEO   | OPERATION<br>FF RUN<br>FF RUN                   |  |  |
|       | FACTOR                              | COMMAND - FAILE             | D TO MAINTAIN DIRECT.<br>ONS - OVERLOAD FAIT                        |         |                                    | NT RO  | L      |   |  |  |
| -3520 | 9/25/67 U<br>TIME - 153             | DETROIT,MICH                | BEECH 95855<br>N-8991M<br>Damage -Substantiai                       | PX-     |                                    |        |        | NONCOMMERCIAL<br>PLEASURE                       | COMMERCIAL, AGE 28, 2653<br>Total Hours, 119 In Type.        |  |
|       | TYPE OF ACC<br>GEAR RET             |                             |   |         | PHASE OF OPERATION<br>LANDING ROLL |        |        |   |  |  |
|       | PROBABLE CA<br>MISCELLA             | NUSE<br>NNEQUS - UNDETERM   | INED  |         |                                    |        |        |   |  |  |
| -3521 | 9/25/67 R<br>TIME - 071             |                             | BEECH A23<br>N-3650Q<br>DAMAGE -SUBSTANTIA                          | PX-     | 0<br>0                             | 0<br>0 | 2<br>0 | INSTRUCTIONAL<br>DUAL                           | COMM_ FL. INSTR.AGE 42, 4778 TOTAL<br>Hours, 532 in type.    |  |
|       | TYPE OF ACC<br>Engine F<br>Stall    | IDENT<br>AILURE OR MALFUNCT |   | •       | F                                  | 1      | NFLI   | OPERATION<br>GHT NORMAL CRUI<br>NG FINAL APPROA |  |  |
|       | DUAL STUD                           | NEOUS ACTS, CONDITI         | ONS - SIMULATED CON<br>D TO OBTAIN/MAINTAIN<br>QUATE SUPERVISION OF | FLYIN   | IG S                               | SPEE   | D      |   |  |  |
| -3522 | 9/25/67 S<br>TIME - 183             |                             | PIPER PA-28<br>N-7477r<br>Damage -substantiai                       | PX-     |                                    |        |        | NONCOMMERCIAL<br>PLEASURE                       | COMMERCIAL,FL.INSTR., AGE 57<br>489 TOTAL HOURS, 231 IN TYPE |  |
|       | TYPE OF ACC<br>Undershu<br>Gear Col | ют                          |   |         | ł                                  | L L    | ANDI   | OPERATION<br>NG FINAL APPROA<br>NG LEVEL OFF/TO |  |  |
|       | FACTOR<br>MISCELLA<br>MISCELLA      | I COMMAND - MISJU           | ONS - OVERLOAD FAIL   |         |                                    |        |        |   |  |  |

BRIEFS OF ACCIDENTS -----AIRCRAFT DATA DOCKET DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE -----CESSNA 182 3-3523 7/30/67 DOWNEY, ID CR- 0 0 1 NONCOMMERCIAL NONE, AGE UNKNOWN, 3 TOTAL TIME - 0305 N-6000B PX- 0 0 0 PLEASURE HOURS, NONE IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILOT. IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT FACTOR MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT FIRE AFTER IMPACT 3-3524 8/11/67 CARTER, MONT PIPER PA-25 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL. INSTR., AGE 30, 3462 TOTAL HOURS, 300 IN TYPE. TIME - 0800 N-7668Z PX- 0 0 0 AERIAL APPLIC DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES INFLIGHT SWATH RUN PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- SPRAYING GRASS ALONG RAILROAD. STRUCK PHONE WIRE 3-3525 8/12/67 PENDLETUN, OREG CESSNA 172 CR- 0 0 2 INSTRUCTIONAL STUDENT, AGE 59, 56 TOTAL TIME - 1515 N-6091R PX- 0 0 0 CHECK HOURS, 51 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION TAXI FROM LANDING COLLIDED WITH PARKED AIRCRAFT PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED SPEED LANDING GEAR - BRAKING SYSTEM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- RT BRAKE FAILED. STRUCK 2 PARKED ACFT, STEARMAN N1067N AND N4786V. NO DAMAGE. PRIVATE, AGE 49, 193 TOTAL 3-3526 8/16/67 CHICO, CALIF MOONEY M20E CR- 0 0 1 NONCOMMERCIAL PX- 0 0 0 TIME - 1200 N-5652Q BUSINESS HOURS, 25 IN TYPE. DAMAGE -SUBSTANTIAL TYPE UF 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.

|       |   |   | BRIEFS (  | DF ACC        | IDE        | NTS           |           |   |  |
|-------|---|---|---|---------------|------------|---------------|-----------|---|--|
| OCKET | DATE  | LOCATION  | AIRCRAFT DATA   |               |            |               |           | FL IGHT<br>PURPOSE  | PILOT DATA   |
| -3527 | 8/20/67 GA<br>TIME - 1830<br>TYPE OF ACCI<br>STALL MU | DENT  |   | РХ-<br>-      | 0          | 0<br>PHAS     | 6<br>E 01 | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>DFF INITIAL CLIMB | COMMERCIAL, AGE 36, 1472<br>Total Hours, 15 in Type. |
|       | PILOT IN<br>FACTOR<br>WEATHER                         | COMMAND - SELEC<br>COMMAND - INADE<br>HIGH DENSITY A<br>FING - NO BRIEFIN             | G RECEIVED  | RATIO         |            |               |           |   | ID,DENSITY ALT 6930 FT.                              |
| 3528  | 8/28/67 DE<br>TIME - 0920                             | ER PARK,WASH  |   | РХ-           | 0<br>0     | 0             | 1<br>0    | NONCOMMERCIAL<br>Pleasure                                   | PRIVATE, AGE 48, 130 TOTAL<br>Hours, 40 in type.     |
|       |   | DENT<br>TER LOOP-SWERVE<br>WITH DITCHES   |   |               |            | L             | AND       | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL                   | HDOWN  |
|       | FACTOR<br>MISCELLAN<br>PILOT IN                       | COMMAND — IMPRO<br>EOUS ACTS;CONDITE<br>COMMAND — LACK                                | PER OPERATION OF FLIG<br>ONS - NOT ALLIGNED<br>OF FAMILIARITY WITH A<br>OF RNWY. LIMITED EXPE | WITH          | RUN<br>FT  | WAY           | / I N1    |   |  |
| 3529  | 8/28/67 BI<br>TIME - 1158                             | LLINGS,MONT   | CHAMPION 7FC<br>N-98868<br>DAMAGE -SUBSTANTIAL  | P A-          | 0<br>0     | 0             | 1<br>0    | INSTRUCTIONAL<br>Solo                                       | STUDENT, AGE 31, 8 TOTAL<br>Hours, all in type.      |
|       | TYPE OF ACCI<br>GEAR COLL<br>NOSE OVER                | APSED   |   |               |            | HAS<br>L<br>L |           |   |  |
|       | MISCELLAN<br>FACTOR<br>MISCELLAN<br>EMERGENCY CI      | EAR - NOSEWHEEL<br>EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>ECUMSTANCES - PRE<br>SUS | ONS - PREVIOUS DAMA<br>ONS - VIBRATION,EXC<br>CAUTIONARY LANDING ON<br>PECTED OR KNOWN AIRCP  | ESSIV<br>AIRP | ORT<br>Ama | GE            | CFT       | USED IN ROUGH FIEL  | D OPERATION CUSTOMARILY.                             |

| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA                                  |                |     | M/N  | FLIG<br>PURPO                     |                   | PILOT DATA  |
|--------|---|---|--|----------------|-----|------|-----------------------------------|-------------------|---|
| 3-3530 | 9/1/67 ST<br>TIME - 1600  |   | PIPER PA-32<br>N-3669W<br>DAMAGE -SUBSTANTIA   | CR- 0<br>PX- 0 |     |      | NONCOM                            |                   | COMMERCIAL, AGE 54, 14013<br>Total Hours, 6 in type.      |
|        | TYPE OF ACCI<br>Hard Land<br>Gear Coll  | ING   | DANAGE JUDJIANIIA                              |                |     | LAND | F OPERATI                         | L OFF/TOUCH       | IDOWN   |
|        | FACTOR<br>WEATHER -<br>WEATHER -<br>MISCELLAN<br>WEATHER BRIE<br>WEATHER FORE | COMMAND - IMPRO<br>UNFAVORABLE WII<br>HIGH DENSITY AN<br>EOUS ACTS,CONDITIO<br>FING - NO BRIEFING<br>CAST - UNKNOWN | ND CONDITIONS<br>TITUDE<br>DNS - OVERLOAD FAIL |                | BOU | T 90 | 00 FT.                            |                   |   |
| 3-3531 | 9/3/67 JE<br>TIME - 0930  | FFERSONTON, VA  | PIPER J4A<br>N-24850<br>DAMAGE -SUBSTANTIAI    | PX- 0          |     |      | NONCOMP<br>Pract                  |                   | STUDENT, AGE 23, UNKNOWN<br>Total Hours, Unknown in Type. |
|        |   | DENT<br>TER LOOP-SWERVE<br>WITH DITCHES   |  |                |     | LAND | F OPERATI<br>Ing Roll<br>Ing Roll |                   |   |
|        | PILOT IN (<br>WEATHER -<br>FACTOR<br>MISCELLAN                                | COMMAND - IMPROF<br>COMMAND - ATTEM<br>UNFAVORABLE WIN<br>EOUS - UNQUALIFI<br>ING - NO BRIEFING                     | ED PERSON OPERATED A                           | ) EXPERI       | ENC |      |                                   |                   |   |
| 3-3532 | 9/25/67 WE<br>TIME - 0955   |   | BEECH 35-B33<br>N-8956M<br>Damage -Substantial | PX- 0          |     |      | NONCOMP<br>Busin                  | ERCIAL            | PRIVATE, AGE 43, 732 TOTAL<br>Hours, 142 in type.         |
|        | TYPE OF ACCI<br>GEAR RETRA  |   |  |                |     |      | F OPERATI<br>Ing Leve             | ON<br>L OFF/TOUCH | DOWN  |
|        | PROBABLE CAUS<br>MISCELLANE   |   | NED  |                |     |      |                                   |                   |   |

|   | 9/25/67 LITTLETON,CC  | TION AIRCRAFT DATA  | INJURI     | ES     |        |        |  | A.L. OT  |
|---|---|---|------------|--------|--------|--------|--|--|
|   | 9/25/67 LITTLETON,CC  |   |            |        | S I    | M/N    | FLIGHT<br>PURPOSE                                  | PILOT DATA   |
| 1 | TIME - 1605   | DLO BEECH 35<br>N-2951V<br>DAMAGE -SUBSTANTIA                         | CR-<br>PX- | 0      | 0      | 1      | INSTRUCTIONAL<br>TRAINING                          | STUDENT, AGE 31, 55 TOTAL<br>HOURS, ALL IN TYPE.     |
|   | TYPE OF ACCIDENT<br>ENGINE FAILURE OR M<br>COLLIDED WITH DIRT | MALFUNCTION   |            |        | I      | NFLIG  | OPERATION<br>GHT NORMAL CRUIS<br>IG LEVEL OFF/TOUG |  |
| E |   | LLANEOUS - POWERPLANT FAIL<br>ES - FORCED LANDING ON AIRPO<br>UCTION. |            |        |        |        |  |  |
|   | 9/25/67 RDANOKE,VA<br>TIME - 1150                             | CESSNA 337<br>N-23145<br>DAMAGE -SUBSTANTIA                           |            | 0<br>0 | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>Pleasure                          | PRIVATE, AGE 47, 1000 TOTA<br>Hours, 6 in type.      |
| т | TYPE OF ACCIDENT<br>WHEELS-UP LANDING                         | DARAGE - SUBSTANTIS   |            | Pł     |        |        | OPERATION<br>NG LEVEL OFF/TOU                      | CHDOWN   |
| Ρ | PROBABLE CAUSE<br>PILOT IN COMMAND -                          | FAILED TO ASSURE THE GEAF   | R WAS DO   | ) H N  | AN     | D LOC  | CKED   |  |
|   | 9/26/67 SEDONA,ARIZ<br>TIME — 0930                            | BEECH 60<br>N-1060D<br>DAMAGE -SUBSTANTIA                             | PX-        |        |        |        | NONCOMMERCIAL<br>BUSINESS                          | CONMERCIAL, AGE 43, 4000<br>Total Hours, 25 in type. |
| 1 | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-S<br>GEAR COLLAPSED     |   |            | Pł     | L      | ANDIN  | OPERATION<br>NG ROLL<br>NG ROLL                    |  |
|   | PROBABLE CAUSE<br>LANDING GEAR - WH<br>MISCELLANEOUS ACTS     | HEELS,TIRES,AXLES<br>,CONDITIONS - MATERIAL FAI                       | LURE       |        |        |        |  |  |
| P | MISCELLANEOUS ACTS<br>REMARKS- RIGHT TIRE BU                  | •CONDITIONS - OVERLOAD FA:<br>LEW OUT.                                | LURE       | •      |        |        |  |  |
|   | 9/27/67 PINE PLAINS<br>TIME - 1600                            | •NY CESSNA 150<br>N−2475j<br>DAMAGE -SUBSTANTI/                       | PX-        |        |        |        | INS TRUCT IONAL<br>TRAINING                        | STUDENT, AGE 27, 26 TOTAL<br>Hours, 12 In Type.      |
| T | TYPE OF ACCIDENT<br>Engine failure or P<br>Gear Collapsed     |   |            |        | I      | NFLIG  | OPERATION<br>SHT NORMAL CRUIS<br>NG ROLL           | E  |
| F | FACTOR<br>MISCELLANEOUS ACTS                                  | •CONDITIONS - FUEL EXHAUST<br>•CONDITIONS - OVERLOAD FA               | LURE       |        |        |        |  |  |
| C | CHERGENET CIRCOMSTANCE  | ES - FORCED LANDING OFF AIRF  |            | LAP    | ND.    |        |  |  |

|        |  |   | BRIEFS  | OF ACC                       | IDE                | vts       |      | -   |   |
|--------|--|---|---|------------------------------|--------------------|-----------|------|---|---|
| DOCKET | DATE   | LOCATION  | AIRCRAFT DATA   | INJUR                        |                    |           | M/N  | FLIGHT<br>PURPOSE                                   | PILOT DATA  |
| 3-3537 | 9/27/67 R(<br>TIME - 114                       | DCKY MOUNT,NC   | CESSNA 150<br>N-8407G<br>DAMAGE -SUBSTANTIA   | PX-                          |                    |           |      | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 42, 28 TOTAL<br>Hours, all in type.      |
|        |  | IDENT<br>Ailure or Malfunc<br>With Object   |   |                              |                    | T         | AKEO | OPERATION<br>FF INITIAL CLIMB<br>NG ROLL            |   |
|        | MISCELLA<br>MAINTENA<br>EMERGENCY C            | NT - IGNITION SYS<br>NEOUS ACTS,CONDIT<br>NCE,SERVICING,INS<br>IRCUMSTANCES - FO<br>SU          | IEM - MAGNETDES<br>IONS - IMPROPER CLI<br>PECTION - INADEQUA<br>RCED LANDING OFF AIRI<br>SPECTED MECHANICAL DI<br>S PITTED. OPEN TO .00 | FE MAIN<br>PORT ON<br>SCREPA | TEN.<br>LAI<br>NCY | ANC<br>ND | EAN  | -   | NTED BY STANDING CORN.                                |
| -3538  | 9/27/67 DI<br>TIME - 0830                      | RMOND BEACH,FLA<br>)  | CESSNA 150<br>N-8144F<br>DAMAGE -SUBSTANTIA   | PX-                          |                    |           |      | INSTRUCTIONAL<br>SOLO                               | STUDENT, AGE 20, 14 TOTAL<br>Hours, all in type.      |
|        | TYPE OF ACC<br>Hard Lani<br>Gear Coli          | DING  |   |                              | PI                 | L         | ANDI | OPERATION<br>NG LEVEL OFF/TOUG<br>NG LEVEL OFF/TOUG |   |
|        | FACTOR   | COMMAND - IMPR  | DPER LEVEL OFF<br>IONS - OVERLOAD FA)   | LURE                         |                    |           |      |   |   |
| -3539  | 9/27/67 TI<br>TIME - 1409                      |   | BEECH D95A<br>N-5350<br>DAMAGE -SUBSTANTIA  | PX-                          |                    |           |      | MISCELLANEDUS<br>TEST                               | COMMERCIAL, AGE 47, 9453<br>Total Hours, 142 in type. |
|        | TYPE OF ACC<br>Gear Reti                       |   |   | _                            | P                  |           |      | OPERATION<br>NG LEVEL OFF/TOUG                      | CHDOWN  |
|        | LANDING<br>MIŠČELLA<br>MISCELLA<br>EMERGENCY C | SEAR - NORMAL R<br>SEAR - EMERGENC<br>NEOUS ACTS,CONDIT<br>NEOUS - FOREIGN<br>IRCUMSTANCES - PR | MATERIAL AFFECTING N<br>ECAUTIONARY LANDING (<br>SPECTED MECHANICAL D   | NORMAL<br>DN AIRP            | OPE<br>ORT<br>NCY  |           |      | - 1000 - 100 - 55570                                | 6545  |

|        |   |   | BRIEFS C  | OF ACC           | IDE       | NTS           |                  |  |   |
|--------|---|---|---|------------------|-----------|---------------|------------------|--|---|
| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   | INJUR            |           |               | M/N              | FL IGHT<br>PURPOSE   | PILOT DATA  |
| 3-3540 | 5/19/67 CF<br>TIME - 1055<br>TYPE OF ACCI<br>GROUND-WA<br>GEAR COLL | DENT<br>NTER LOO <b>P-Swerv</b> e   | N.AMERICAN AT-6G<br>N-3746G<br>DAMAGE -SUBSTANTIAL  | PX-              | 0         | 0<br>HAS<br>T | 0<br>E OF<br>AXI | MISCELLANEOUS<br>SEEDING CLOUDS<br>OPERATION<br>TO TAKEOFF<br>TO TAKEOFF | COMMERCIAL,FL.INSTR., AGE 33,<br>1380 TOTAL HOURS, 145 IN TYPE. |
|        | PILOT IN<br>FACTOR<br>MISCELLAN                                     | COMMAND - SPONTA<br>COMMAND - FAILED<br>HEOUS ACTS+CONDITIC                       | NEOUS-IMPROPER ACTIO<br>) TO MAINTAIN DIRECTI<br>NNS – OVERLOAD FAIL<br>D TAIL WHEEL DURING | ONAL             |           |               |                  |  |   |
| 3-3541 | 6/3/67 DJ<br>TIME - 1500<br>TYPE OF ACCJ<br>STALL MU                | DENT  | PIPER J3C-65<br>N-42448<br>Damage -Substantial  | PX-              | 0         | 0<br>HAS      | 0<br>E OF        | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>GHT LOW PASS                   | STUDENT, AGE 28, 200 TOTAL<br>Hours, 8 in Type.                 |
|        | FACTOR<br>WEATHER -<br>WEATHER -<br>WEATHER BRIE                    |   | E<br>FRECEIVED  | FLYIN            | IG S      | PEE           | D                |  |   |
| 3-3542 | 6/29/67 BL<br>TIME - 0900   |   | MOUNEY M20E<br>N-5604Q<br>DAMAGE -SUBSTANTIAI   | PX-              |           |               |                  | NONCOMMERCIAL<br>BUSINESS  | PRIVATE, AGE 34, 221 TOTAL<br>HOURS, 60 IN TYPE.                |
|        | TYPE OF ACCI<br>GEAR COLL   |   |   |                  | P         |               |                  | OPERATION<br>FROM LANDING  |   |
|        | FACTUR<br>PILUT IN<br>Flight An<br>Emergency Ci                     | COMMAND - FAILED<br>Command - Divert<br>Id Navigation Instr<br>Roumstances - Pred | AUTIONARY LANDING ON<br>PECTED MECHANICAL DIS   | PERATI<br>N AIRP | ON<br>ORT | OF            |                  |  |   |

|        |   |  |   | OF ACCI          |            |                      |  |   |
|--------|---|--|---|------------------|------------|----------------------|--|---|
| DOCKET | DATE L  | OCATION  |   | INJURI           | IES        | M/N                  | FLIGHT<br>PURPOSE  | PILOT DATA  |
| 3-3543 | 7/1/67 BATTLEGP<br>TIME - 1815<br>TYPE OF ACCIDENT<br>ENGINE FAILURE<br>COLLIDED WITH | OR MALFUNCT  |   | PX-              | 0 0<br>Pha | 0<br>SE OF<br>INFLIG | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>HIT NORMAL CRUISE<br>IG ROLL           | PRIVATE, AGE 65, 531 TOTAL<br>HOURS, 291 IN TYPE.               |
|        | MISCELLANEOUS A   | CTS;CONDITIO   | IRE – MASTER AND (<br>INS – MATERIAL FA)<br>ED LANDING OFF AIRF<br>D• | LURE             |            |                      |  |   |
| 3-3544 | 7/3/67 ROCKLAND<br>TIME - 1600<br>TYPE OF ACCIDENT                                    | ,ID  | PIPER PA-24<br>N-7535P<br>DAMAGE -SUBSTANTIA                          | CR-<br>PX-       | 0 0<br>РНА | 0<br>SE OF           | NONCOMMERCIAL<br>BUSINESS<br>OPERATION   | PRIVATE, AGE 46, 1200 TOTAL<br>Hours, 150 in type.              |
|        |   | ID - MISJUC  | GED DISTANCE AND SF<br>D IN INITIATING GO-                            |                  |            |                      | G FINAL APPRDACH<br>G GD-AROUND  |   |
| 3-3545 | 7/3/67 WH.SULPH<br>TIME - 2020<br>TYPE OF ACCIDENT                                    | I.SPG,MONT   | AERONCA 7AC<br>N-82901<br>DAMAGE -SUBSTANTIA                          |                  | 0 0<br>рна | 0<br>SE OF           | OPERATION  | COMMERCIAL,FL.INSTR., AGE 29,<br>3900 TOTAL HOURS, 900 IN TYPE. |
|        | PILOT IN COMMAN   | D – CONTIN<br>NDRAFTS,UPDR<br>NDERSTORM AC<br>NO BRIEFING<br>UNKNOWN | TIVITY<br>RECEIVED  |                  | G SPE      | ED                   | HT EN ROUTE TO RE  | LUADING AKEA  |
| 3-3546 | 7/4/67 BEAVERTO<br>TIME - 1215<br>Type of Accident<br>Hard Landing<br>Gear Collapsed  | N,OREG   | CESSNA 180<br>N-1633C<br>Damage -Substantia                           | CR-<br>PX-<br>NL | 0 0<br>Pha | 4<br>SE OF<br>LANDIN | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>G LEVEL OFF/TOUCH<br>G LEVEL OFF/TOUCH |   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAN<br>PILOT IN COMMAN<br>FACTOR<br>MISCELLANEOUS A     | D - MISJUC   |   | LURE             |            |                      |  |   |

BRIEFS OF ACCIDENTS DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT **PILOT DATA** PURPOSE F S M/N 3-3547 7/16/67 SUTHERLIN, DREG CESSNA 150F NONCOMMERCIAL PRIVATE, AGE 33, 47 TOTAL CR- 0 0 1 TIME - 1745 N-6533F PX- 0 0 1 PLEASURE HOURS, 40 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION CULLIDED WITH DITCHES TAKEOFF ABORTED PROBABLE CAUSE PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- TAILWIND 8K. 8/1/67 SODA SPRINGS, ID PIPER PA-28 3-3548 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 41, 32 TOTAL PX- 0 0 0 TIME - 1950 N-7049R SOLO HOURS, 21 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN LANDING GO-AROUND ENGINE FAILURE OR MALFUNCTION PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN CUMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP FACTOR WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO BRIEFING RECEIVED REMARKS- PLT INTENTIONALLY GROUND LOOPED TU AVOID DITCH. ACFT STRUCK BOULDER. DENSITY ALT 7700 FT. 8/4/67 LONG GRUVE, ILL 3-3549 LUSCOMBE 8A CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 29, 196 TOTAL TIME - 1830 N-4948E PX- 0 0 0 PRACTICE HOURS, 25 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE UK MALFUNCTION LANDING GO-AROUND GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - IMPROPER UPERATION 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 MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS TERRAIN - HIGH VEGETATION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PRACTICING FORCED LNDG.PROLONGED GLIDE.

| DOCKET          | DATE                                    | LOCATION   | AIRCRAFT DATA                                  | INJUR      | ES<br>F |        |        | FLIGHT<br>PURPOSE                                   |   |
|-----------------|---|--|--|------------|---------|--------|--------|---|---|
|                 | 8/5/67<br>TIME - 1                      |  |  | CR-<br>PX- | 0<br>0  | 0<br>0 | 1<br>0 |   | COMMERCIAL, AGE 19, 404 TOTAL<br>Hours, 20 in type.             |
|                 | STALL                                   |  |  |            |         |        |        | IGHT PROCEDURE TU                                   | RNAROUND  |
|                 | FACTOR<br>WEATHE<br>MISCEL<br>WEATHER B | CAUSE<br>IN COMMAND - FAILE<br>IN COMMAND - INADE<br>R - HIGH TEMPERATU<br>LANEOUS ACTS,CONDITI<br>RIEFING - UNKNOWN<br>SPRAY LOAD TOO HEAVY | RE<br>DNS - JETTISONED L                       | OAD        |         |        |        |   |   |
|                 |   |  |  |            |         |        |        |   |   |
| 3 <b>-</b> 3551 | 8/23/67<br>TIME - 1                     | REDD ING,CALIF<br>745  | PIPER PA-23<br>N-5286Y<br>Damage -substantia   | CR-<br>PX- | 0<br>0  | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>BUSINESS                           | COMMERCIAL, AGE 58, 2677<br>Total Hours, 1697 in type.          |
|                 | TYPE OF A<br>WHEELS                     | CCIDENT<br>-UP LANDING   |  | -          | Ρ       | HAS    | E OF   | OPERATION   | CHDOWN  |
|                 | FACTOR                                  | CAUSE<br>IN COMMAND - FAILEI<br>L'AÑEOUS ACTS,CONDITIC   |  |            | u u     | SE     |        |   |   |
| 3-3552          | 9/3/67<br>TIME - 1                      | YOUNGSTOWN,DHIO<br>500   | CESSNA 150<br>N-3090J<br>DAMAGE -SUBSTANTIA    | CR-<br>PX- | 0       | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 24, 18 TOTAL<br>Hours, all in type.                |
|                 | TYPE OF AU<br>Hard La<br>Gear Cu        | CCIDENT  |  |            |         | L      | ANDI   | OPERATION<br>NG LEVEL OFF/TOUC<br>NG LEVEL OFF/TOUC |   |
|                 |   | CAUSE<br>In Command – Improf<br>In Command – Improf  |  | UNCED L    | AN      | DIN    | G      |   |   |
|                 |   | LANEOUS ACTS, CONDITIO   | INS - OVERLOAD FAIL                            | LURE       |         |        |        |   |   |
| 3-3553          | 9/3/67<br>TIME - 1                      | SACRAMENTO,CALIF<br>350  | BOEING A75N1<br>N-1713b<br>Damage -substantiai | CR-<br>PX- | 0       | 0<br>0 | 1<br>1 | MISCELLANEOUS<br>Other                              | COMMERCIAL,FL.INSTR., AGE 43,<br>4225 TOTAL HOURS, 200 IN TYPE. |
|                 | TYPE OF AC<br>STALL                     | CIDENT   |  |            |         |        |        | OPERATION<br>IFF INITIAL CLIMB                      |   |
|                 | PILOT D                                 | CAUSE<br>IN COMMAND - FAILEC<br>IN COMMAND - PREMAT<br>R - HIGH TEMPERATUR   | URE LIFT-OFF                                   | FLYING     | SI      | PEE    | D      |   |   |
|                 | WEATHER BR                              | CIEFING - NO BRIEFING  | RECEIVED                                       | PLAY A     | т       | STA    | TE F   | AIR. TEMP 95 DEG.                                   |   |

BRIEFS OF ACCIDENTS

|        |  |  | BRIEFS   | UF ACCID                                 |           |        |                                     |  |
|--------|--|--|--|--|-----------|--------|-------------------------------------|--|
| DOCKET | DATE L   |  |  | F  | S         | M/N    | PURPOSE                             | PILOT DATA   |
| 3-3554 | 9/3/67 AUBURN∢(<br>TIME - 0830                                 |  |  | CR- 0<br>PX- 0                           |           |        |                                     | PRIVATE, AGE 54, 300 TOTA<br>Hours, 80 in type.        |
|        | TYPE OF ACCIDENT<br>CULLIDED WITH<br>GEAR COLLAPSED            | OBJECT   |  |  | 1         | AKEOF  | OPERATION<br>F ABORTED<br>F ABORTED |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAN<br>PILOT IN COMMAN<br>FACTOR | ID - FAILED<br>ID - DELAYED  | TO OBTAIN/MAINTAIN<br>D ACTION IN ABORTIN  | FLYING<br>G TAKEOF                       | SPEE<br>F | D      |                                     |  |
|        | WEATHER BRIEFING -   | CTS,CONDITION  | NS - OVERLOAD FAI  |  | d of      | RNWY   | . DENSITY ALT 320                   | 0 FT.  |
| 3-3555 | 9/3/67 ASHLEY,<br>TIME - 2030                                  | I DAK  | PIPER PA-24<br>N-5088P<br>DAMAGE -SUBSTANTIA   |  | 0<br>0    | 1<br>0 | NONCOMMERCIAL<br>PLEASURE           | PRIVATE, AGE 34, 230 TOTA<br>Hours, All in type.       |
|        | TYPE OF ACCIDENT<br>WHEELS-UP LAND                             |  |  |  |           |        | OPERATION<br>IG LEVEL OFF/TOUC      | HDOWN  |
|        | PILOT IN COMMAN<br>FACTOR<br>LANDING GEAR -<br>MISCELLANEOUS   | NORMAL RET<br>NORMAL RET<br>ACTS,CONDITION<br>ANCES - PRECA<br>SUSPE | TED OPERATION W/KNO<br>TO ASSURE THE GEAR<br>RACTION/EXTENSION A<br>NS - ELECTRICAL F<br>AUTIONARY LANDING O<br>ECTED MECHANICAL DI<br>PRIOR TO FLT. | WAS DOW<br>SSEMBLY<br>AILURE<br>N AIRPOR | N AM      | IES I  | IN EQUIPMENT<br>KED                 |  |
| 3-3556 | 9/7/67 WILLOWS;<br>TIME - 0700                                 | CALIF  | GRUMMAN G-164<br>N-649Y<br>DAMAGE -SUBSTANTIA  | CR- 0<br>PX- 0                           | 0<br>0    | 1      | COMMERCIAL<br>AERIAL APPLIC         | COMMERCIAL, AGE 42, 5000<br>Total Hours, 2000 in type. |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH                              |  |  |  |           |        | OPERATION<br>GHT PULLUP FROM S      | WATH RUN   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAN                              | ID - MISJUDO   | GED CLEARANCE  |  |           |        |                                     |  |
| 3-3557 | 9/9/67 ST.JOSE6<br>Time - 1000                                 | PH, MO   | PIPER PA-28<br>N-6397W<br>DAMAGE -SUBSTANTIA   | PX- 0                                    | 0<br>0    | 1<br>0 | INSTRUCTIONAL<br>Solo               | STUDENT, AGE 23, 38 TOTAL<br>Hours, all in type.       |
|        | TYPE OF ACCIDENT<br>GROUND-WATER LO<br>GEAR COLLAPSED          | 00P-SWERVE   |  |  | L         | ANDIN  | OPERATION<br>IG ROLL<br>IG ROLL     |  |
|        | FACTOR   |  | ER OPERATION OF BRA  |  | or f      | LIGHT  | CONTROLS                            |  |
|        | MISCELLANEOUS  | CTS, CONDITION   | NS - OVERLOAD FAI  | LURE                                     |           |        |                                     |  |

|        | DATE   | LOCATION   | AIRCRAFT DATA  | INJURIE:<br>F  | s<br>s≀           | 4/N                       | FLIGHT<br>PURPOSE                             | PILOT DAT              | A                     |          |
|--------|--|--|--|----------------|-------------------|---------------------------|---|------------------------|-----------------------|----------|
| 3-3558 | 9/12/67 HAR<br>TIME - 0930                         | DIN,MO   | CESSNA 180<br>N-6502A<br>DAMAGE -SUBSTANTIA  | CR- 0<br>PX- 0 | 0<br>0            | 1 NO<br>1                 | NCOMMERCIAL<br>PLEASURE                       | PRIVATE,<br>Hours, All | AGE 43, 1<br>IN TYPE. | 26 TOTAL |
|        | TYPE OF ACCID<br>COLLIDED W<br>NOSE OVER/          | ENT<br>ITH OBJECT  |  | 1              | PHASE<br>La<br>La | E OF OP<br>NDING<br>NDING | ROLL<br>Roll                                  |                        |                       |          |
|        | PILOT IN C<br>Factor<br>Terrain -<br>Emergency cir | DMMAND - SELEC<br>DMMAND - INADE<br>ROUGH/UNEVEN                         |  | ARATION        |                   | )R PLAN                   | INING   |                        |                       |          |
| 3-3559 | 9/13/67 HOP<br>TIME - 1823                         | KINS,MINN  | CESSNA 182<br>N-8873X<br>Damage -Substantia  | 1              |                   |                           |   | PRIVATE,<br>HOURS, 32  | AGE 54, 1<br>In type. | 12 TOTAL |
|        | TYPE OF ACCID<br>Ground-Wat<br>Nose Over/          | ENT<br>ER LOOP-SWERVE  |  | 1              | 14                | OF OP<br>NDING<br>NDING   | PERATION<br>Roll<br>Roll                      |                        |                       |          |
|        | MISCELLANE<br>FACTOR<br>MISCELLANE<br>AIRPORT CO   | DMMAND - FAILE<br>DUS ACTS,CONDITI<br>DUS ACTS,CONDITI<br>NDITIONS - SOF | D TO MAINTAIN DIRECT<br>ONS – NOT ALLIGNED<br>ONS – SUNGLARE<br>T SHOULDERS<br>Y PARALLELING RNWY. |                |                   |                           | PED LANDING AREA                              |                        |                       |          |
| 3-3560 | 9/14/67 MIN<br>TIME - 1808                         | NEAPOLIS,MINN  | PIPER PA-18<br>N-211T<br>DAMAGE -SUBSTANTIA  | CR- 0<br>PX- 0 | 0<br>0            | 1 NO<br>1                 | NCOMMERCIAL<br>PLEASURE                       | PRIVATE,<br>HOURS, 81  | AGE 27, 1<br>In type. | 20 TOTAL |
|        | TYPE OF ACCID<br>Hard Landi<br>Gear Colla          | NG   | N-211T<br>Damage -Substantia   | 1              | PHASE<br>LA<br>LA | OF OP<br>NDING<br>NDING   | ERATION<br>LEVEL OFF/TOUCH<br>LEVEL OFF/TOUCH |                        |                       |          |
|        | PILOT IN C   | DMMAND - IMPRO<br>DMMAND - IMPRO   | PER LEVEL OFF<br>PER RECOVERY FROM BO<br>ONS - OVERLOAD FAI  |                | NDING             | ;                         |   |                        |                       |          |

|        |   |                                      | BRIEFS C  |            |        |     |     |          |  |   |
|--------|---|--------------------------------------|---|------------|--------|-----|-----|----------|--|---|
| DOCKET |   |                                      |   |            | F      | S   | M,  | /N       | PURPOSE                                      | PILOT DATA                                      |
| 3-3561 | 9/16/67 P   | RESCOTT,ARIZ                         | CESSNA 120<br>N-4211N<br>DAMAGE -SUBSTANTIAL                  | CR-<br>PX- |        |     |     |          | NSTRUCTIONAL<br>SOLO                         | STUDENT, AGE 45, 20 TOTAL<br>Hours, 19 in type. |
|        | TYPE OF ACC<br>Ground-W<br>Nose ove                 | ATER LOOP-SWERVE                     | DAHAGE - SOUSTANTIAL  |            |        |     | LAI | NDING    | PERATION<br>  LEVEL OFF/TOUC<br>  ROLL       | CHDOWN  |
|        |   |                                      | ER OPERATION OF FLIG  | нт с       | ONT    | ROL | .s  |          |  |   |
| 3-3562 | 9/16/67 H<br>TIME - 113                             | ARRISUNVILLE <b>, MO</b><br>0        | GLOBE GC-18<br>N-3843K<br>DAMAGE -SUBSTANTIAL                 | CR-<br>PX- | 0<br>0 | 0   |     | 1 N<br>1 | IONCOMMERCIAL<br>PLEASURE                    | PRIVATE, AGE 44, 239 TOTA<br>Hours, 3 in Type.  |
|        | TYPE OF ACC<br>Stall M                              |                                      | DAMAGE - SUDSTANTIAL  | •          |        |     |     |          | PERATION<br>INITIAL CLIMB                    |   |
|        |   |                                      | TO OBTAIN/MAINTAIN<br>URE LIFT-OFF                            | FLYI       | NG     | SPE | ED  |          |  |   |
| 3-3563 | 9/16/67 M<br>TIME - 142                             | IANKATO,MINN<br>15                   | BEECH A23<br>N-8891M<br>DAMAGE -SUBSTANTIAL                   |            | 0      | C   |     | L I<br>0 | NSTRUCTIONAL<br>SOLO                         | STUDENT, AGE 20, 16 TOTAL<br>Hours, 4 in Type.  |
|        | TYPE OF ACC<br>Hard Lan<br>Gear Cul                 | IDING                                |   | -          |        |     | LA  | ND I NG  | DERATION<br>LEVEL OFF/TOUG<br>LEVEL OFF/TOUG |   |
|        | PILOT IN  | COMMAND - IMPROF<br>COMMAND - IMPROF | PER LEVEL OFF<br>PER RECOVERY FROM BOU<br>DNS - OVERLOAD FAIL |            | LA     | NDI | NG  |          |  |   |
| 3-3564 | 9/18/67 S<br>TIME - 140                             |                                      | PIPER PA-22<br>N-2543A<br>DAMAGE -SUBSTANTIAI                 |            | 0      | Ċ   |     | 1 4      | IONCOMMERCIAL<br>PLEASURE                    | PRIVATE, AGE 27, 80 TOTAL<br>Hours, 40 in type. |
|        | TYPE OF ACC<br>OVERSHOO<br>COLLIDED                 |                                      |   | -          |        |     | LA  | NDING    | PERATION<br>Level off/toug<br>Roll           | CHDOWN  |
|        | PILOT IN<br>FACTOR<br>WEATHER<br>WEATHER<br>WEATHER | COMMAND - CONTIN                     | NUED VFR FLIGHT INTO<br>GED DISTANCE,SPEED,A<br>WBP, BY PHONE |            |        |     |     | HER C    | CONDITIONS                                   |   |
|        |   |                                      | AUTIONARY LANDING OF<br>RSE/UNFAVORABLE WEAT                  |            | RPO    | RT  |     |          |  |   |

|        |                                  |   | BRIEFS (   | OF ACC     | IDE | NTS |       |                              |                        |                         |       |
|--------|----------------------------------|---|--|------------|-----|-----|-------|------------------------------|------------------------|-------------------------|-------|
| DOCKET | DATE                             | LOCATION  | AIRCRAFT DATA  | INJUR      |     |     | M/N   | FLIGHT<br>PURPOSE            | PILOT DAT              | A                       |       |
| 3-3565 | 9/23/67<br>TIME - 1              | LODGEPOLE+NEBR<br>930   | CESSNA 150<br>N-8262F<br>DAMAGE -SUBSTANTIA            | CR-<br>PX- |     |     |       | NONCOMMERCIAL<br>PLEASURE    | PRIVATE,<br>Hours, 102 | AGE 29, 164<br>IN TYPE. | TOTAL |
|        | TYPE OF A<br>Stall               |   |  | -          | Ρ   |     |       | OPERATION<br>F INITIAL CLIMB |                        |                         |       |
|        | PILOT<br>FACTOR<br>TERRAI        | IN COMMAND - FAILED<br>IN COMMAND - SELECT<br>N - HIGH OBSTRUCTIO<br>CIRCUMSTANCES - PREC                                 | ED UNSUITABLE TERRA<br>NS<br>AUTIONARY LANDING OF      | [N         |     |     | D     |                              |                        |                         |       |
|        | REMARKS-                         |   | ON FUEL<br>DACHING DARKNESS<br>D POWER LINES.TAKING    | G OFF      | FRO | MU  | NLIGH | TED PASTURE AFTE             | R REFUELING.           |                         |       |
|        |                                  |   |  |            |     |     |       |                              |                        |                         |       |
| -3566  | 9/24/67<br>TIME - 1              | HERMITAGE,MO<br>000   | LAKE LA <del>-4</del><br>N-1138L<br>DAMAGE -SUBSTANTIA | CR-<br>PX- |     |     |       | NONCOMMERCIAL<br>PLEASURE    | PRIVATE,<br>Hours, 36  | AGE 47, 260<br>In type. | TOTAL |
|        |                                  | CCIDENT<br>-WATER LOOP-SWERVE<br>ED WITH OBJECT   |  |            | P   | T   | AKEOF | OPERATION<br>F RUN<br>F RUN  |                        |                         |       |
|        |                                  | CAUSE<br>LANEDUS - EVASIVE M<br>IN COMMAND - FAILED   |  |            |     | OB  | STRUC | TIONS                        |                        |                         |       |
|        | MISCEL                           | LANEOUS ACTS,CONDITIO<br>LANEOUS-PERSONNEL -<br>Swerved ACFT to Avoid   | OTHER  |            |     |     |       |                              |                        |                         |       |
| -3567  | 9/25/67<br>TIME - 1              | LANGDON;N DAK<br>400  | AERONCA 65-TC<br>N-31794<br>DAMAGE -SUBSTANTIAI        | CR-<br>PX- |     |     |       | NONC DMMERCIAL<br>PLEASURE   | PRIVATE,<br>Hours, 142 | AGE 41, 197<br>In type. | TOTAL |
|        | TYPE OF A<br>NOSE O              | CCIDENT<br>Ver/DOWN   |  | -          | P   |     |       | OPERATION<br>FROM LANDING    |                        |                         |       |
|        | WEATHE<br>WEATHER B<br>WEATHER F | CAUSE<br>IN COMMAND - TAXIED<br>R - UNFAVORABLE WIN<br>RIEFING - BRIEFED BY<br>ORECAST - UNKNOWN<br>WINDS GUSTING TO 35K. | D CONDITIONS   | PER AS     | 515 | TAN | CE    |                              |                        |                         |       |

|        |   |  | BRIEFS   | ÛF       | ACCI     | DE          | NTS           | 5               |   |                        |                                      |
|--------|---|--|--|----------|----------|-------------|---------------|-----------------|---|------------------------|--------------------------------------|
| DOCKET |   |  | AIRCRAFT DATA  |          |          |             |               |                 |   | PILOT DAT              | A                                    |
| 3-3568 | 9/25/67 PI<br>TIME - 1300<br>TYPE OF ACC  | ENDER,NEBR<br>D<br>Ident<br>Ater Loop-Swerve   | PIPER PA-28<br>N-6784W<br>DAMAGE -SUBSTANTIA         | CP       | R-<br>X- | 0<br>0<br>P | 0<br>0<br>HAS | 1<br>O<br>SE OF |   | STUDENT,<br>HOURS, ALL | AGE 27, 18 TOTAL<br>In Type.         |
|        | PROBABLE CAN<br>PILUT IN<br>WEATHER<br>FACTOR<br>MISCELLAA<br>WEATHER BRII<br>WEATHER FOR | USE<br>CUMMAND - IMPROP<br>- UNF <u>AYDRABLE WIN</u><br>NEOUS ACTS,CONDITIO<br>EFING - BRIEFED BY<br>ECAST - UNKNOWN | NS - OVERLOAD FAI                                    |          |          | 070         |               |                 | _   |                        |                                      |
| 3-3569 | 9/28/67 W<br>TIME - 172   | DRTHINGTON <b>,MI</b> NN<br>5  | CESSNA 150G<br>N-3365J<br>DAMAGE -SUBSTANTIA         | C<br>P   | R-<br>X- | 0<br>0      | 0<br>0        | 1<br>0          | INSTRUCTIONAL<br>TRAINING                         | STUDENT,<br>Hours, All | AGE 22, 22 TOTAL<br>In type.         |
|        | TYPE OF ACC<br>Hard Lan<br>Ground-W   | IDENT  |  | -        |          |             | L             | A ND I          | OPERATION<br>NG LEVEL OFF/TOU<br>NG LEVEL OFF/TOU |                        |                                      |
|        | PILOT IN<br>FACTOR<br>AIRPORT   | COMMAND - IMPROP   | ER RECOVERY FROM BO<br>SHOULDERS                     | UNC      | ED L     | .AN         | DIN           | IG              |   |                        |                                      |
| 3-3570 | 9/28/67 G<br>TIME - 183   | KAND RAPIDS <b>,mi</b> ch<br>1   | BEECH T-34A<br>N-638G<br>D <b>am</b> age -Substantia | CI<br>P  | R-<br>X- | 0<br>0      | 0<br>0        | 1<br>0          | NONCOMMERCIAL<br>Pleasure                         | PRIVATE,<br>Hours, 52  | AGE 38, 280 TOTAL<br>In Type.        |
|        | THE OF ACC.   | IDENT<br>P LANDING   | DAMAGE -SUBSTANTIA                                   | L        |          |             |               |                 | OPERATION<br>NG LEVEL OFF/TOU                     |                        |                                      |
|        | PROBABLE CAU<br>PILUT IN  |  | TO ASSURE THE GEAR                                   | WA       | s do     | )MN         | A٨            | ID LO           | CKED  |                        |                                      |
| 3-3571 | 9/28/67 HI<br>TIME - 164  | ELENDALE,CALIF<br>5  | CESSNA 120<br>N-89567<br>DAMAGE -SUBSTANTIA          | C I<br>P | R-<br>X- | 0<br>0      | 0<br>0        | 1<br>0          | NONCOMMERCIAL<br>PLEASURE                         | PRIVATE,<br>HDURS, 243 | AGE <b>47,</b> 512 TOTAL<br>In Type. |
|        | TYPE OF ACC<br>NOSE OVER  |  | DAMAGE - SUBSTANTIA                                  | L        |          |             |               |                 | OPERATION<br>OTHER                                |                        |                                      |
|        |   |  | D ENGINE WITHOUT PR<br>RCRAFT.                       | OPEI     | R AS     | SI          | STA           | NCE/            | EQUIPMENT   |                        |                                      |

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|        | DATE  | LOCATION   |  |                           | F                  | S M/N  | I P                                       | URPOSE  | PILOT DATA                                |                               |
|--------|---|--|--|---------------------------|--------------------|--|---|---|---|-------------------------------|
| 3-3572 | 9/28/67 AF<br>TIME - 1750   | TON,CALIF  | GLOBE GC-1B<br>N-2312B<br>DAMAGE -DESTROYED  |                           |                    |  |   |   | COMMERCIAL,<br>Total Hours                | AGE 24, 2000<br>, 25 IN TYPE. |
|        | TYPE OF ACCI<br>FIRE UR E<br>WHEELS-UP  | EXPLOSION IN FLIG  |  |                           |                    | INFL   | IGHT                                      | RATION<br>NORMAL CRUIS<br>LEVEL OFF/TOU   |   |                               |
|        |   | IEOUS - UNDETERM   | CED LANDING DFF AIRP   | ORT ON                    | LAN                | ID   |   |   |   |                               |
|        | REMARKS- CAU  |  | N- INTENTIONAL WHEEL   | S-UP LI                   | DG                 |  |   |   |   |                               |
| 3-3573 |   | UNCTION CTY,KANS   | CESSNA 140<br>N-3604V<br>DAMAGE -SUBSTANTIA  |                           | 0<br>0             | 0 1<br>0 0   | INS<br>S                                  | TRUCTIONAL<br>Olo   | STUDENT,<br>Hours, 25 II                  | AGE 22, 26 TOTA<br>N Type.    |
|        | TYPE OF ACCI<br>Ground-wa<br>Nose over  | TER LOOP-SWERVE  |  | -                         |                    | LAND   | F OPE<br>ING<br>ING                       |   |   |                               |
|        | FACTOR  |  | PER OPERATION OF BRA<br>T SHOULDERS  | KES ANI                   | )/OP               | FLIG   | нт со                                     | NTROLS  |   |                               |
|        |   |  | CESSNA 150   | C.R-                      | 0                  | 0 1  | NON                                       | COMMERCIAL  | PRIVATE:                                  | AGE 56, 218 TOT.<br>In type.  |
| 3-3574 | 9/29/67 UM<br>TIME - 1745   | ANAINEDK   | N-7958Z<br>DAMAGE -SUBSTANTIA  | PX-                       | 0                  | 01   | P   | LEASURE   | HOURS, 204                                | IN ITPE.                      |
| 3-3574 | TIME - 1745<br>TYPE OF ACCI<br>UNDERSHOD  | DENT   | DAMAGE -SUBSTANTIA   | PX-                       | PH                 | ASE O  | F OPE<br>Ing I                            | LEASURE<br>RATION<br>FINAL APPROACI<br>LEVEL OFF/TOUG   | н   | IN ITPE.                      |
| 3-3574 | TIME - 1745<br>TYPE OF ACCI<br>UNDERSHOD<br>COLLIDED<br>PROBABLE CAU  | DENT<br>T<br>WITH FENCE,FENCE<br>SE                                    | DAMAGE -SUBSTANTIA   | L                         | PH                 | ASE O  | F OPE<br>Ing I                            | RATION<br>Final Approace  | н   | IN TYPE.                      |
|        | TIME - 1745<br>TYPE OF ACCI<br>UNDERSHOD<br>COLLIDED<br>PRUBABLE CAU<br>PILUT IN<br>10/1/67 LAM   | DENT<br>T<br>WITH FENCE,FENCE<br>SE                                    | DAMAGE -SUBSTANTIA<br>POSTS<br>DGED DISTANCE AND AL<br>BELLANCA 14-19<br>N-8511R                       | L<br>TITUDE<br>CR-<br>PX- | РН                 | ASE O<br>LAND<br>LAND                                | F OPE<br>ING<br>ING                       | RATION<br>FINAL APPROACI<br>LEVEL OFF/TOUG  | H<br>Chđown                               |                               |
|        | TIME - 1745<br>TYPE OF ACCI<br>UNDERSHOD<br>COLLIDED<br>PRUBABLE CAU<br>PILUT IN<br>16/1/67 LAI<br>TIME - 1530<br>TYPE OF ACCI<br>GROUND-WA | DENT<br>T<br>WITH FENCE,FENCE<br>Se<br>Cummand – Misju<br>Ke Elmo,Minn | DAMAGE -SUBSTANTIA<br>POSTS<br>DGED DISTANCE AND AL<br>BELLANCA 14-19<br>N-8511R<br>DAMAGE -SUBSTANTIA | L<br>TITUDE<br>CR-<br>PX- | рн<br>0<br>0<br>Рн | ASE O<br>LAND<br>LAND<br>0 1<br>0 3<br>ASE O<br>LAND | F OPE<br>ING<br>ING<br>NON<br>PI<br>F OPE | RATION<br>FINAL APPROACI<br>LEVEL OFF/TOUG<br>COMMERCIAL<br>LEASURE<br>RATION<br>LEVEL OFF/TOUG | H<br>CHDOWN<br>Private, A<br>Hours, 451 1 |                               |

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| DOCKET | DATE                                | LOCATION                                  | AIRCRAFT DATA   | INJUR      |   |   | M/N  | FLIGHT<br>PURPOSE                                   | PILOT DATA                                       |  |  |  |
|--------|-------------------------------------|---|---|------------|---|---|------|---|--|--|--|--|
| -3576  | 10/2/67 S<br>TIME - 140             | EPULVEDA,CALIF<br>7                       | CESSNA 310L<br>N-2252F<br>DAMAGE -SUBSTANTIAL                       | CR-<br>PX- |   |   |      | MISCELLANEOUS<br>DEMONSTRATION                      | PRIVATE, AGE 25, 438 TOTAL<br>Hours, 70 in type. |  |  |  |
|        |                                     | IDENT<br>AILURE OR MALFUNCT<br>P LANDING  |   |            | PHASE OF OPERATION<br>Landing Final Approach<br>Landing Level Off/Touchdown |   |      |   |  |  |  |  |
|        | MISCELLA                            | COMMAND - FAILE<br>NEOUS ACTS, CONDITI    | D TO EXTEND LANDING G<br>ONS - SIMULATED CON<br>ONS - CHECKLIST-FAI | DITIO      |   |   |      |   |  |  |  |  |
|        | HISCELLA                            | NEUUS ACTS CUNUTTI                        | UNS - UNEURLISI-FAI   |            |   | JE  |      |   |  |  |  |  |
| -3577  | 10/2/67 L<br>TIME - 171             | OVELAND,COLO<br>5                         | CESSNA 150<br>N-3557L<br>DAMAGE -SUBSTANTIAL                        | CR-<br>PX- |   |   |      | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 17, 15 TOTAL<br>Hours, 14 in type.  |  |  |  |
|        |                                     | IDENT<br>ATER LOOP-SWERVE<br>WITH DITCHES |   |            | PHASE OF OPERATION<br>Landing Roll<br>Landing Roll                          |   |      |   |  |  |  |  |
|        | PROBABLE CA<br>PILOT IN             |   | D TO MAINTAIN DIRECTI   | ONAL       | CON   | TRO   | ι    |   |  |  |  |  |
| -3578  | 10/3/67 C.<br>TIME - 161            | ANASERAGA,NY<br>5                         | PIPER PA-18A<br>N-3785P<br>Damage -destroyed                        | CR-<br>PX- |   |   |      | COMMERCIAL<br>AERIAL APPLIC                         |  |  |  |  |
|        | TYPE OF ACC<br>Stall                | IDENT                                     |   |            | P   | PHASE OF OPERATION<br>Inflight procedure turnaround |      |   |  |  |  |  |
|        | PROBABLE CA<br>PILOT IN             |   | D TO OBTAIN/MAINTAIN  | FLYIN      | GS  | PEE   | D    |   |  |  |  |  |
| -3579  | 10/3/67 N<br>TIME - 190             | EW TOWN∳N DAK<br>0                        | PIPER PA-22<br>N-3560A<br>DAMAGE -SUBSTANTIAL                       | CR-<br>PX- |   |   |      | NONCOMMERCIAL<br>BUSINESS                           | PRIVATE, AGE 32, 115 TOTAL<br>Hours, 49 in Type. |  |  |  |
|        | TYPE OF ACC<br>Undersho<br>Gear Col | от  |   |            | Ρ   | L   | ANDI | OPERATION<br>NG FINAL APPROACH<br>NG LEVEL OFF/TOUC |  |  |  |  |
|        | FACTOR                              | COMMAND - MISJU                           | DGED DISTANCE AND ALT   |            |   |   |      |   |  |  |  |  |

|        |                                       |   | BRIEFS C   | OF ACC         | IDE   | ENT | S     |                            |   |  |  |  |  |
|--------|---------------------------------------|---|--|----------------|---|-----|-------|----------------------------|---|--|--|--|--|
| DOCKET | DATE                                  | LOCATION  |  | INJUF          | F   | S   | M/N   |                            | PILOT DATA  |  |  |  |  |
| 3-3580 | 10/3/67 BU<br>TIME - 1557             |   |  | CR-<br>PX-     |   | -   | -     | NONCOMMERCIAL<br>BUSINESS  | COMMERCIAL, FL.INSTR., AGE 47<br>12201 TOTAL HOURS, 1 IN TYPE |  |  |  |  |
|        | HARD LAND                             | TYPE OF ACCIDENT     PHASE OF OPERATION       HARD LANDING     LANDING LEVEL OFF/TOUCHDOWN       GEAR COLLAPSED     LANDING LEVEL OFF/TOUCHDOWN |  |                |   |     |       |                            |   |  |  |  |  |
|        | FACTOR                                | COMMAND - IMPRO   | DPER LEVEL OFF<br>CONS - OVERLOAD FAIL   | URE            |   |     |       |                            |   |  |  |  |  |
| -3581  | 10/3/67 HL<br>TIME - 1530             |   | CESSNA 140<br>N-89517<br>Damage -Substantial   | РX-            |   |     |       | INS TRUCTIONAL<br>TRAINING | STUDENT, AGE 22, 29 TOTAL<br>HOURS, ALL IN TYPE.              |  |  |  |  |
|        | TYPE OF ACCI<br>ENGINE FA<br>STALL    | PHASE OF OPERATION<br>TAKEOFF INITIAL CLIMB<br>LANDING FINAL APPROACH   |  |                |   |     |       |                            |   |  |  |  |  |
|        | MISCELLAN<br>PILOT IN<br>EMERGENCY CI | COMMAND - MISMA<br>EOUS ACTS,CONDIT<br>COMMAND - FAILE  | NAGEMENT OF FUEL SYST<br>ONS - FUEL STARVATI<br>30 TO OBTAIN/MAINTAIN<br>CEO LANDING OFF AIRPO<br>FULL TANK. | ION<br>FLYIN   |   |     |       |                            |   |  |  |  |  |
| -3582  | 10/3/67 NE<br>TIME - 1025             |   | CESSNA 150<br>N-62875<br>Damage - Substantial  | PX-            |   |     |       | INSTRUCTIONAL<br>TRAINING  | STUDENT, AGE 48, 34 TOTAL<br>Hours, all in type.              |  |  |  |  |
|        | TYPE OF ACCI<br>OVERSHOOT<br>COLLIDED |   | DAMAGE -SUBSTANTIAL  | -              | PHASE OF OPERATION<br>Landing level off/touchdown<br>Landing Roll |     |       |                            |   |  |  |  |  |
|        | FACTOR<br>PILOTIN<br>MISCELLAN        | COMMAND - MISJU<br>COMMAND - INADE<br>EDUS ACTS,CONDITI<br>IRCUMSTANCES - PRE   | DGED DISTANCE AND SPE<br>QUATE PREFLIGHT PREP<br>ONS - SEAT BELT NOT<br>CAUTIONARY LANDING ON<br>SUAL NOISE  | ARATIC<br>FASI | ENE   | D   | OR PL | ANNING                     |   |  |  |  |  |
|        | REMARKS- SAF                          | ETY BELT SLAPPING   | AGAINST SIDE OF AIRC   | RAFT           |   |     |       |                            |   |  |  |  |  |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS \_\_\_\_\_ DOCKET LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA DATE F S M/N PURPOSE ------3-3583 10/3/67 PINE GROVE, LA CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 23, 125 TOTAL HOURS, 65 IN TYPE. N-1417F PX- 0 0 3 PLEASURE TIME - 1000 DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE GEAR CULLAPSED 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 PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL 3-3584 10/3/67 MT.VERNON, OHIO STUDENT, AGE 24, 26 TOTAL TIME - 1700 N-7480R PX- 0 0 0 TRAINING HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE PILUT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL 3-3585 10/3/67 DURADO BEACH, PR PIPER PA-23 CR- 0 0 1 MISCELLANEOUS COMMERCIAL, AGE 38, 5500 TIME - 1205 N-377DW PX- 0 0 0 FERRY TOTAL HOURS, 30 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT GEAR RETRACTED LANDING ROLL PRUBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY LANDING GEAR - GEAR LOCKING MECHANISM LANDING GEAR - SWITCHES, LEVERS, CRANKING MECHANISM, ETC. MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- NUSE GEAR LOCK LINK ASSEMBLY WAS BENT. NOSE GEAR MICRO SWITCH MALFUNCTIONING. 3-3586 10/4/67 FIREBAUGH, CALIF CESSNA 172 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 46, 60 TOTAL TIME - 1600 N-8611B PX- 0 0 0 BUSINESS HOURS, 30 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILUT IN CUMMAND - IMPROPER LEVEL OFF FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

|        |   |   | BRIEFS G   |   |             |        |        |                           |   |  |  |
|--------|---|---|--|---|-------------|--------|--------|---------------------------|---|--|--|
| DUCKET |   |   | AIRCRAFT DATA                                    | INJUR   | ES<br>F     | i<br>S | M/N    | FLIGHT<br>PURPOSE         | PILOT DATA  |  |  |
| 3-3587 | 10/4/67 F<br>TIME - 142   | ELTON,CALIF<br>5  | PIPER PA-28<br>N-6672W<br>DAMAGE -SUBSTANTIAL    | CR-<br>PX-  | 0<br>0      | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>PLEASURE | PRIVATE, AGE 31, 60 TOTAL<br>Hours, 6 in Type.        |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION<br>HARD LANDING LANDING LEVEL OFF/TOUCHDOWN<br>GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN |   |  |   |             |        |        |                           |   |  |  |
|        | FACTOR  | COMMAND - IMPRO   | DPER RECOVERY FROM BOL<br>IONS - UVERLOAD FAIL   |   | LAN         | ID I I | NG     |                           |   |  |  |
| 3-3588 | 10/4/67 N<br>TIME - 185   |   | BEECH 35<br>N-8479A<br>DAMAGE -SUBSTANTIAL       | 5 CR- O O 1 NONCOMMERCIAL<br>PX- O O 1 Business<br>-Substantial |             |        |        |                           | COMMERCIAL, AGE 45, 6000<br>Total Hours, 125 in Type. |  |  |
|        | TYPE OF ACC<br>ENGINE F<br>WHEELS-U   | PHASE OF OPERATION<br>Inflight Normal Cruise<br>Landing Level Off/Touchdown |  |   |             |        |        |                           |   |  |  |
|        |   | COMMAND - MISM  | ANAGEMENT OF FUEL SYST<br>IONS - FUEL STARVATI   |   |             |        |        |                           |   |  |  |
|        |   |   | RCED LANDING OFF AIRPO<br>TY, LEFT FUEL TANK FUL |   | LA          | ND     |        |                           |   |  |  |
| 3-3589 | 10/4/67 P<br>TIME - 094   | EKIN,ILL<br>O   | STINSON V77<br>N-64435<br>DAMAGE -SUBSTANTIAL    |   | 0           | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>PLEASURE | COMMERCIAL, AGE 39, 370 TOTA<br>Hours, b in type.     |  |  |
|        | TYPE OF ACC<br>Ground-W<br>Nose ove   | ATER LOOP-SWERVE  | DAMAGE - SUDSTANTIAL                             |   |             |        |        |                           |   |  |  |
|        | FACTUR<br>WEATHER<br>WEATHER BRI<br>WEATHER FOR   |   | IG RECEIVED                                      | ES ANI  | <b>)/</b> C | IR F   | ⁼LIGH  | T CONTROLS                |   |  |  |

BRIEFS OF ACCIDENTS

|        | BRIEFS OF ACCIDENTS   |   |   |             |           |        |                         |                           |  |  |  |  |  |
|--------|---|---|---|-------------|-----------|--------|-------------------------|---------------------------|--|--|--|--|--|
| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   | INJU        | RIES<br>F | s      | M/N                     | FL IGHT<br>PURPOSE        | PILOT DATA   |  |  |  |  |
| 3-3590 | 10/4/67 AL<br>TIME - 2000   | ABASTER,ALA   | PIPER PA-24<br>N-5949P<br>DAMAGE -SUBSTANTIA  | PX-         | 0<br>0    | 0<br>0 | 1<br>0                  | NONCOMMERCIAL<br>BUSINESS | PRIVATE, AGE 31, 4000 TOTAL<br>Hours, 462 In Type.               |  |  |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION<br>WHEELS-UP LANDING LANDING LEVEL OFF/TOUCHDOWN  |   |   |             |           |        |                         |                           |  |  |  |  |  |
|        | FACTOR<br>MISCELLAN<br>LANDING G  | COMMAND - FAILE<br>EOUS ACTS;CONDIT<br>EAR - LANDING (                              | D TO EXTEND LANDING (<br>IONS - CHECKLIST-FA<br>Sear Warning and Indi(<br>Connected from throt) | LED<br>ATIN | G CC      | MPC    |                         |                           | RN TO BECOME INOPERATIVE.  |  |  |  |  |
| 3-3591 | 10/4/67 IM<br>TIME - 1540   | PERIAL,CALIF  | CESSNA 320<br>N-5739X<br>Damage -substantiai  | CR-<br>PX-  | 0<br>0    | 0<br>0 | 2<br>0                  | INSTRUCTIONAL<br>DUAL     | COMMERCIAL,FL.INSTR., AGE 34,<br>5500 TOTAL HOURS, 1000 IN TYPE. |  |  |  |  |
|        | TYPE OF ACCI<br>WHEELS-UP   | DAMAGE -SUBSTANTIAL<br>CCIDENT PHASE OF OPERATION<br>UP LANDING LEVEL OFF/TOUCHDOWN |   |             |           |        |                         |                           |  |  |  |  |  |
|        | PILOT IN<br>FACTOR<br>LANDING G   | ENT - FAILED TO<br>COMMAND - INADE<br>EAR - LANDING O                               | ) ASSURE THE GEAR WAS<br>EQUATE SUPERVISION OF<br>GEAR WARNING AND INDI(<br>G HORN INOPERATIVE. | FLIG        | HT        |        |                         |                           |  |  |  |  |  |
| 3-3592 | 10/4/67 MA<br>TIME - 1400   | NILA,ARK  | PIPER PA-22<br>N-50312<br>DAMAGE -SUBSTANTIAI   |             | 0<br>0    | 0<br>0 | 1<br>0                  | INSTRUCTIONAL<br>TRAINING | STUDENT, AGE 21, 23 TOTAL<br>Hours, All In Type.                 |  |  |  |  |
|        | TYPE OF ACCI<br>NOSE OVER   |   | DAMAGE -SUBSTANTIAL   | •           | P         |        | F OPERATION<br>Ing Roll |                           |  |  |  |  |  |
|        |   |   | TED UNSUITABLE TERRA  | N           |           |        |                         |                           |  |  |  |  |  |
|        | TERRAIN -   | WET, SOFT GROUN   | IONS — NOT ALLIGNED<br>ID<br>NT FIELD ADJOINING SOU   |             |           | WAY    | 7 I N                   | TENDED LANDING AREA       | A  |  |  |  |  |
| 3-3593 |   | S CRUCES,N MEX  | CESSNA 150<br>N-6442F<br>Damage -substantiai  |             | 0<br>0    | 0<br>0 | 1<br>0                  | INSTRUCTIONAL<br>TRAINING | STUDENT, AGE 18, 16 TOTAL<br>Hours, all in type.                 |  |  |  |  |
|        | TYPE OF ACCIDENT     PHASE OF OPERATION       HARD LANDING     LANDING LEVEL OFF/TOUCHDOWN       GEAR COLLAPSED     LANDING LEVEL OFF/TOUCHDOWN |   |   |             |           |        |                         |                           |  |  |  |  |  |
|        | FACTOR  | COMMAND IMPRO   | DPER RECOVERY FROM BOU<br>DNS - OVERLOAD FAIL   |             | LAN       | DIN    | e                       |                           |  |  |  |  |  |

|        | BRIEFS OF ACCIDENTS                 |   |   |            |             |   |        |                           |  |  |  |
|--------|-------------------------------------|---|---|------------|-------------|---|--------|---------------------------|--|--|--|
| DOCKET |                                     | LOCATION                                    | AIRCRAFT DATA   | ΙΝJ        | JR I E<br>F | s<br>s  | M/N    | FLIGHT<br>PURPOSE         | PILOT DATA   |  |  |
| 3-3594 |                                     |   |   | CR-<br>PX- |             |   |        |                           | COMMERCIAL, FL.INSTR., AGE 34,<br>D 2031 TOTAL HOURS, 4 IN TYPE. |  |  |
|        | TYPE OF ACC<br>Gear Ret             | IDENT                                       |   | -          |             |   |        | F OPERATION<br>Ing Roll   |  |  |  |
|        | PROBABLE CA<br>PILOT IN             |   | ERTENTLY RETRACTED G  | EAR        |             |   |        |                           |  |  |  |
| 3-3595 | 10/4/67 C<br>TIME - 144             | YSTER↓VA<br>5                               | PIPER PA-20<br>N-2247A<br>DAMAGE -SUBSTANTIA                          |            | - 0<br>- 0  | 0<br>0  | 1<br>0 | NONCOMMERCIAL<br>Pleasure | PRIVATE, AGE 57, 448 TOTAL<br>HOURS, 181 IN TYPE.                |  |  |
|        | TYPE OF ACC<br>Hard Lan<br>NUSE OVE | DING  | DAMAGE - SUBSTANTIA   | L          | I           | PHASE OF OPERATION<br>Landing level off/touchdown<br>Landing roll |        |                           |  |  |  |
|        | FACTOR<br>MISCELLA                  | I COMMAND - IMPRO                           | PER RECOVERY FROM BO<br>ONS – AIRCRAFT CAM                            |            |             |   |        | TER                       |  |  |  |
| 3-3596 | 10/4/67 C<br>TIME - 163             | HINO,CALIF<br>5                             | CESSNA 210<br>N-7494E<br>Damage -substantia                           | CR-<br>PX- | · 0         | 0<br>0  | 1<br>3 | NONCOMMERCIAL<br>PLEASURE | PRIVATE, AGE 32, 900 TOTAL<br>Hours, 200 In Type.                |  |  |
|        | TYPE OF ACC<br>Collided             | IDENT<br>WITH FENCE, FENCE                  | POSTS   | -          |             |   |        | F OPERATION<br>Other      |  |  |  |
|        | PROBABLE CA<br>PILOT IN<br>MISCELLA | USE<br>CÚMMAND - START<br>NEOUS - ÚUNQUALIF | ED ENGINE WITHOUT PRI<br>IED PERSON OPERATED A<br>X IN COCKPIT OPENED | AIRCR      | AFT         |   |        |                           |  |  |  |
| 3-3597 |                                     | ALLAWAY,MINN<br>5                           | MOONEY M2OF<br>N-2918L<br>DAMAGE -SUBSTANTIAI                         |            | 0           | 0<br>0  | 1<br>3 | NONCOMMERCIAL<br>Pleasure | COMMERCIAL,FL.INSTR., AGE 21,<br>300 TOTAL HOURS, 20 IN TYPE.    |  |  |
|        | TYPE OF ACC<br>COLLIDED             | IDENT<br>WITH OBJECT                        |   |            | (           |   |        | FOPERATION<br>DFF ABORTED |  |  |  |
|        | PILOT IN                            | COMMAND - FAILE<br>CUMMAND - DELAY          | D TO OBTAIN/MAINTAIN<br>Ed action in aborting<br>Rom Mowed alfalfa fi | G TAK      | EOFF        | F   |        | OF BALED HAY.             |  |  |  |

BRIEFS OF ACCIDENTS

|        |   |  | BRIEFS   |        |        |        |        |                                 |                        |                                 |
|--------|---|--|--|--------|--------|--------|--------|---------------------------------|------------------------|---------------------------------|
| OCKET  | DATE                                      | LOCATION                                       | AIRCRAFT DA <b>ta</b>  |        |        |        | M/N    | FL IGHT<br>PURPOSE              | PILOT DAT              | A                               |
| 3-3598 |   | EST BRANCH,MICH<br>0                           | CESSNA 175<br>N-7134M<br>DAMAGE -SUBSTANTIA                        |        | 0<br>0 | 0<br>0 | 1<br>1 | NONCOMMERCIAL<br>PLEASURE       | PRIVATE,<br>HOURS, 257 | AGE 40, 264 TOTAL<br>7 IN TYPE. |
|        | TYPE OF ACC<br>COLLIDED                   | IDENT<br>WITH OBJECT                           |  | -      | F      |        |        | OPERATION<br>To takeoff         |                        |                                 |
|        |   |  | D TO SEE AND AVOID O   | вјест  | S OF   | R 08   | STRU   | CTIONS                          |                        |                                 |
| 3-3599 |   | NDIANAPOLIS, IND                               |  | РХ-    |        |        |        | NONCOMMERCIAL<br>BUSINESS       | PRIVATE,<br>Hours, 40  | AGE 42, 310 TOTAL<br>In Type.   |
|        | TYPE OF ACC<br>WHEELS-U                   | IDENT<br>P LANDING                             |  | CHDOWN |        |        |        |                                 |                        |                                 |
|        | FACTOR                                    | COMMAND - FAILE                                | D TO EXTEND LANDING<br>DNS – CHECKLIST-FA                          |        | тοι    | JSE    |        |                                 |                        |                                 |
|        |   |  |  |        |        |        |        |                                 |                        |                                 |
| 3-3600 |   | DNTIAC⊅MICH<br>5                               | CESSNA 150<br>N-3905U<br>DAMAGE -SUBSTANTIA                        |        | 0<br>0 | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>SOLO           | STUDENT,<br>HOURS, ALL | AGE 31, 10 TOTAL<br>IN TYPE.    |
|        |   | IDENT<br>ATER LOOP-SWERVE<br>WITH PARKED AIRCI | RAFT   |        | F      | L      | ANDI   | OPERATION<br>Ng Roll<br>Ng Roll |                        |                                 |
|        | MISCELLA                                  | COMMAND - FAILE                                | D TO MAINTAIN DIRECT<br>DNS — NOT ALLIGNED<br>FANTIAL DAMAGE, LAND | WITH   | RUN    | WAY    | / INT  |                                 | A                      |                                 |
| 3-3601 |   | ANCASTER,CALIF<br>D                            | CHAMPION 7FC<br>N-75458<br>Damage -substantia                      | PX-    |        |        |        | INSTRUCTIONAL<br>TRAINING       | STUDENT,<br>HOURS, 24  | AGE 26, 33 TOTAL<br>In Type.    |
|        | TYPE OF ACCI<br>NOSE OVER                 |  |  | -      |        |        |        | OPERATION<br>FROM LANDING       |                        |                                 |
|        | WEATHER -<br>WEATHER BRIN<br>WEATHER FORM |  | FSP, BY PHONE  | PER A  | 5515   | ST AN  | CE     |                                 |                        |                                 |

|        | BRIEFS OF ACCIDENTS   |   |   |                  |  |                |                          |                           |  |  |  |
|--------|---|---|---|------------------|--|----------------|--------------------------|---------------------------|--|--|--|
| DOCKET | DATE  |   | AIRCRAFT DATA   | INJU             | RIES   | s<br>s         | M/N                      | PURPOSE                   | PILOT DATA                                       |  |  |
| -3602  | 10/5/67 PL<br>TIME - 0820<br>TYPE OF ACC                                | ANO,TEX<br>Dent<br>Crotor Failure f   |   | CR-<br>PX-       | 0<br>0<br>F  | 0<br>0<br>PHAS | 1<br>O<br>SE OF<br>TAKEO | INSTRUCTIONAL             |  |  |  |
|        | MISCELLAN<br>EMERGÉNCY CI   | NT — PROPELLER AND<br>NEOUS ACTS,CONDITI<br>RCUMSTÂNCES — FOR<br>PRO                | ACCESSORIES - BL/<br>ONS - MATERIAL FAI<br>CED LANDING OFF AIRF<br>P/ENGINE VIBRATION<br>PRUXIMATELY 12 INCH                | ILURE<br>PORT D  |  |                | 108.                     |                           |  |  |  |
| 3-3603 | 10/5/67 DM<br>TIME - 1415   | ITARIO;CALIF  | CESSNA 310<br>N-3681D<br>DAMAGE -SUBSTANTI/   | CR-<br>PX-       | 0<br>0   | 0<br>0         | 1<br>0                   | INSTRUCTIONAL<br>Solo     | PRIVATE, AGE 46, 178 TOTAL<br>Hours, 8 in type.  |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION<br>HARD LANDING LEVEL OFF/TOUCHDOWN |   |   |                  |  |                |                          |                           |  |  |  |
|        | PILOT IN<br>FLIGHT IN<br>Emergency CI                                   | COMMAND - IMPRO<br>COMMAND - INADE<br>ISTRUCTOR - INADE<br>RCUMSTANCES - PRE<br>DOC | PER LEVEL OFF<br>QUATE PREFLIGHT PREF<br>EQUATE SUPERVISION (<br>CAUTIUNARY LANDING (<br>R/PANEL OPEN<br>SECURE DOOR. PILOT | DF FLI<br>DN AIR | GHT<br>Port  | -              |                          |                           | ATCHED.  |  |  |
| -3604  | 10/5/67 AM<br>TIME - 1030   |   | AERONCA 7AC<br>N-1119E<br>DAMAGE -SUBSTANTIA  | РХ-              | 0<br>0   | 0<br>0         | 1<br>0                   | INSTRUCTIONAL<br>TRAINING | STUDENT, AGE 37, 17 TOTAL<br>Hours, all in type. |  |  |
|        |   |   |   |                  | PHASE OF OPERATION<br>LANDING ROLL<br>LANDING ROLL |                |                          |                           |  |  |  |
|        | FACTOR<br>WEATHER -<br>WEATHER BRIE                                     | COMMAND - FAILE<br>• UNFÄVORABLE WI<br>FFING - NO BRIEFIN                           |   |                  | COM  | ITRO           | )L                       |                           |  |  |  |

|        |   |   | BRIEFS O   |   |   |        |        |                           |  |
|--------|---|---|--|---|---|--------|--------|---------------------------|--|
| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA  | F   |   | s      | M/N    | FLIGHT<br>PURPOSE         | PILOT DATA   |
| 3-3605 | 10/5/67 M<br>TIME - 181                               | CINTOSH,FLA<br>5  |  | CR- C<br>PX- C                                    |   |        |        |                           | STUDENT, AGE 20, 120 TOTAL<br>Hours, 68 in type.     |
|        | TYPE OF ACC<br>Stall                                  | IDENT   |  |   |   |        |        | DPERATION<br>G GO-AROUND  |  |
|        |   | COMMAND - FAIL  | ED TO OBTAIN/MAINTAIN<br>YED IN INITIATING GO-A  |   | SP  | PEE    | D      |                           |  |
| 3-3606 | 10/5/67 N<br>TIME - 113                               | IEW HUDSON∳MICH<br>0  | ERCO 415-C<br>N-99008<br>Damage -substantial   |   | )   | 0<br>0 | 1      | NONCOMMERCIAL<br>Pleasure | COMMERCIAL, AGE 47, 464 TOTAL<br>Hours, 1 in type.   |
|        | TYPE OF ACC<br>Undersho<br>Gear Col                   | от  |  | DPERATION<br>G FINAL APPROACH<br>G LEVEL OFF/TOUG |   |        |        |                           |  |
|        | MISCELLA<br>FACTOR                                    | COMMAND - MISJU<br>Neous Acts, Condit                                       | JDGED DISTANCE AND ALT<br>IONS - IMPROPERLY LO<br>IONS - OVERLOAD FAIL   | ADED A  | RC  | CRA    | FT-WE  | IGHT-AND/OR C.G.          |  |
|        | REMARKS- 84   | •5 POUNDS OVER AU   | THORIZED MAXIMUM WEIGH   | 17.   |   |        |        |                           |  |
| 3-3607 |   | OMBALL,TEX  | SCHLEMEYER 1<br>N-317H<br>DAMAGE -SUBSTANTIAL  | PX- (   | )   | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>PLEASURE | COMMERCIAL, AGE 28, 1045<br>Total Hours, 21 in type. |
|        | TYPE OF ACC<br>Engine F<br>Gear Col                   | AILURE OR MALFUNC   |  |   | PHASE OF OPERATION<br>Landing · Final Approach<br>Landing Level OFF/Touchdown |        |        |                           |  |
|        | WEATHER<br>PRODUCTI<br>PILOT IN<br>FACTOR<br>MISCELLA | NEOUS ACTS,CONDIT<br>- CONDITIONS COU<br>ÖN-DESIGN - POOU<br>COMMAND - ATTE | IONS – ICE-CARBURETO<br>NDUCIVE TO CARB./INDUC<br>X/INADEQUATE DESIGN<br>MPTED OPERATION W/KNOW<br>IDNS – , OVERLOAD FAIL<br>NG RECEIVED | TION SI   |   |        |        | -                         |  |
|        | EMERGENCY C   |   | RCED LANDING OFF AIRPO<br>ITH SYSTEM FOR PREVENT   |   |   |        | IINATI | NG CARBURETOR IC          | ٤.   |

PAGE 1234

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| DOCKET | DATE LOCATION   | AIRCRAFT DATA   | INJURIES FLIGHT<br>F S M/N PURPOSE   | PILOT DATA   |
|--------|---|---|--|--|
| 3-3608 | 10/6/67 HANDVER,NJ<br>TIME - 1030   | CESSNA 182<br>N-8343S<br>DAMAGE -SUBSTANTIAL                      | CR- 0 0 1 NONCOMMERCIAL<br>PX- 0 0 0 PLEASURE                                  | PRIVATE, AGE 48, 107 TOTAL<br>HOURS, 50 IN TYPE.       |
|        | TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED  |   | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCH<br>LANDING LEVEL OFF/TOUCH       |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - IMPRO<br>FACTOR<br>MISCELLANEOUS ACTS,CONDITI  |   |  |  |
| 3-3609 | 10/6/67 HOUSTON,MISS<br>TIME - 1110   | PIPER PA-25<br>N-73612<br>Damage -substantia1                     | CR- 0 0 1 COMMERCIAL<br>PX- 0 0 0 Aerial Applic<br>L                           | COMMERCIAL, AGE 29, 7300<br>Total Hours, 1000 in type. |
|        | TYPE OF ACCIDENT<br>Collided with Fence, Fence  | POSTS   | PHASE OF OPERATION<br>Takeoff Initial Climb                                    |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - FAILE<br>PILOT IN COMMAND - FAILE<br>PILOT IN COMMAND - FAILE<br>PILOT IN COMMAND - INADE<br>MISCELLANEOUS ACTS,CONDITI<br>REMARKS- PILOT STATED AIRCRAF | D TO ABORT TAKEOFF<br>QUATE PREFLIGHT PREP<br>ONS - IMPROPERLY LO |  |  |
| 3-3610 | 10/6/67 PORT SULPHUR,LA<br>TIME - 1630  | CESSNA 180<br>N-7965V<br>DAMAGE -SUBSTANTIAI                      | CR- 0 0 1 NONCOMMERCIAL<br>PX- 0 0 1 Business                                  | PRIVATE, AGE 35, 7300 TOTAL<br>Hours, 2387 in type.    |
|        | TYPE OF ACCIDENT<br>Collided with object<br>Nose over/down  |   | PHASE OF OPERATION<br>Taxi to takeoff<br>Taxi to takeoff                       |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - MISJU<br>TERRAIN - HIDDEN OBSTRUC  |   |  |  |
|        | FACTOR FACTOR   |   |  |  |
|        |   |   |  |  |
| 3-3611 | FACTOR<br>MISCELLANEOUS ACTS, CONDITI   |   | D BAR DURING HIGH SPEED TAXI.<br>CR- 0 0 1 Noncommercial<br>PX- 0 0 1 Pleasure | PRIVATE, AGE 45, 115 TOTAL<br>Hours, 2 in type.        |
| 3-3611 | FACTOR<br>MISCELLANEOUS ACTS,CONDITI<br>REMARKS- FLOAT EQUIPPED ACFT<br>10/7/67 VANDALIA,ILL  | STRUCK SUBMERGED SAND<br>PIPER PA-12<br>N-4396M                   | D BAR DURING HIGH SPEED TAXI.<br>CR- 0 0 1 Noncommercial<br>PX- 0 0 1 Pleasure |  |

BRIEFS OF ACCIDENTS

|       |   |   | BRIEFS   |            |        |        |        |   |  |
|-------|---|---|--|------------|--------|--------|--------|---|--|
| OCKET |   | LOCATION  | AIRCRAFT DATA  | INJU       | RIES   | 5      |        | FLIGHT<br>PURPOSE                               | PILOT DATA   |
| -3612 |   | ETCHIKAN, ALAS  | PIPER PA-18<br>N-9919D<br>DAMAGE -SUBSTANTIA   | CR-<br>PX- | 0<br>0 | 0<br>0 | 1<br>1 | NONCOMMERCIAL<br>PLEASURE                       | COMMERCIAL, AGE 39, 9535<br>Total Hours, 17 in Type. |
|       | TYPE OF ACC<br>STALL                          | IDENT   | DAMAGE - SUBSTANTIA  | -          | F      |        |        | OPERATION<br>F INITIAL CLIMB                    |  |
|       | FACTOR  | COMMAND - FAILE   | D TO OBTAIN/MAINTAIN   |            |        |        |        |   |  |
|       |   | EOUS ACTS,CONDITI<br>DAT EQUIPPED.  | ONS - AIRCRAFT CAM   | E TO A     | REST   | T I N  | I WATE | R   |  |
| -3613 | 10/7/67 R(<br>TIME - 144                      | CKWELL CTY,IOWA   | CESSNA 180A<br>N-9731B<br>Damage -Substantiai  |            | 0<br>0 | 0<br>0 | 1<br>2 | NONCOMMERCIAL<br>Pleasure                       | PRIVATE, AGE 42, 1840 TOTAL<br>Hours, 46 in type.    |
|       | TYPE OF ACC<br>WHEELS-DO<br>NOSE OVER         | WN LANDING IN WAT   |  | -          |        | 8      | ANDIN  | OPERATION<br>G LEVEL OFF/TOU<br>G LEVEL OFF/TOU |  |
|       | LANDING (<br>MISCĚĹĽA<br>MISCELLA<br>PILOT IN | EAR – NORMAL RE<br>EAR – EMERGENCY<br>EOUS ACTS,CONDITI<br>EDUS ACTS,CONDITI<br>COMMAND – FAILE | TRACTION/EXTENSION A:<br>/EXTENSION ASSEMBLY<br>ONS - JAMMED<br>ONS - MATERIAL FAIL<br>D TO FOLLOW APPROVED<br>ONS - IMPROPER EMEG | LURE       | DUR    |        |        |   |  |
|       | MISCELLAN<br>EMERGENCY CI                     | RCUMSTANCES - PRE<br>SUS  | ONS - AIRCRAFT CAM<br>CAUTIONARY LANDING OF<br>PECTED MECHANICAL DIS   | FF AIR     | NCY    | T<br>' |        |   |  |
|       | KEMARKS-LEF                                   | SHUCK ABSORBER13  | TROT FAILED INTERNAL   | LY. PL 1   | U      | 10     | NUIF   | ULLUW EDU FLOAT (                               | EMERGENCY LNDG PROCEDURE.                            |
| ·3614 | 10/7/67 HE<br>TIME - 1030                     | RSHEY,PA  | BEECH 95-B55<br>N-922B<br>DAMAGE -SUBSTANTIAI  | CR-<br>PX- | 0<br>0 | 0<br>0 | 1<br>1 | NONCOMMERCIAL<br>Pleasure                       | PRIVATE, AGE 61, 4673 TOTAL<br>Hours, 433 in type.   |
|       | TYPE OF ACC<br>GEAR RETE                      |   | DAMAGE -SUDSTANTIA   | -          |        |        |        | OPERATION<br>G ROLL                             |  |
|       | PROBABLE CAU<br>PILOT IN                      |   | ERTENTLY RETRACTED G   | EAR        |        |        |        |   |  |
| 3615  | 10/7/67 MQ<br>TIME - 1500                     | NTGOMRYVILLE,PA   | BEECH 35-C33<br>N-5861S<br>DAMAGE -SUBSTANTIAL   | CR-<br>PX- | 0<br>0 | 0<br>0 | 1<br>2 | NONCOMMERCIAL<br>Pleasure                       | PRIVATE, AGE 54, 720 TOTAL<br>Hours, 157 in type.    |
|       | TYPE OF ACCI<br>GEAR RETR                     |   |  | -          |        |        |        | OPERATION<br>G ROLL                             |  |
|       |   | IEOUS-PERSONNEL -   | PASSENGER<br>PPED LDG GEAR SWITCH  | ΑΤ ΤΟ      | UCH    | DOW    | N.     |   |  |

|        |   |  | BRIEFS   | OF ACCID        | ENI | 2      |  |  |
|--------|---|--|--|-----------------|-----|--------|--|--|
| DOCKET | DATE  | LOCATION   | AIRCRAFT DATA  | INJURIE<br>F    |     | M/N    | FLIGHT<br>PURPOSE                              | PILOT DATA   |
| 3-3616 | 10/8/67 MAN<br>TIME - 0705  |  | AERO COMDR 200-D<br>N-2954T<br>DAMAGE -SUBSTANTIA  | PX- 0           |     |        | NONCOMMERCIAL<br>BUSINESS                      | PRIVATE, AGE 41, 775 TOTAL<br>Hours, 9 In Type.        |
|        | TYPE OF ACCIN<br>Engine Fa<br>Hard Land                                       | LURE OR MALFUNCT   |  |                 |     | INFLI  | OPERATION<br>GHT LOW PASS<br>NG LEVEL OFF/TOUG | CHDDWN   |
|        | MISCELLANI<br>PILOT IN (  | COMMAND - MISMA<br>COUS ACTS,CONDITI<br>COMMAND - CONTI  | ANAGEMENT OF FUEL SYS<br>IONS – FUEL STARVAT<br>INUED VFR FLIGHT INTO<br>IPER IN-FLIGHT DECISI | ION<br>ADVERSE  |     |        | CONDITIONS                                     |  |
|        | WEATHER -<br>WEATHER -  | LOW CEILING  | IONS - UNWARRENTED   | LOW FLYI        | NG  |        |  |  |
|        | WEATHER FOREC   | AST - UNKNOWN<br>Cumstances - For  | CED LANDING OFF AIRP<br>IN TANKS HAD FUEL-PL   |                 |     | DW FOI | R CHOICE OF LNDG /                             | REA.   |
| -3617  | 10/8/67 MAD<br>TIME - 1330  | ERA;CALIF  | CESSNA A188<br>N-8003V<br>DAMAGE -DESTRDYED  | CR- 0<br>PX- 0  |     |        | COMMERCIAL<br>AERIAL APPLIC                    | COMMERCIAL, AGE 45, 15000<br>Total Hours, 250 in Type. |
|        | TYPE OF ACCIE<br>STALL MUS  |  | DAMAGE -DESTROTED  | 1               |     |        | OPERATION<br>FF INITIAL CLIMB                  |  |
|        | FACTOR<br>WEATHER -<br>WEATHER -<br>PILOT IN C<br>MISCELLANE<br>WEATHER BRIEF | OMMAND – FAILE<br>HIĞH TEMPERATU<br>HIGH DENSITY A<br>OMMAND – FAILE<br>OUS ACTS,CONDITI<br>ING – ND BRIEFIN | LTITUDE<br>D TO USE OR INCORREC<br>ONS - JETTISONED L  | TLY USED<br>DAD | MIS | 5C.EQ  |  | '00 LATE.  |
| -3618  | 10/8/67 FRE<br>TIME - 1105  | MONT,CALIF   | SCHWEIZER SGS126<br>N-2769Z<br>DAMAGE -SUBSTANTIAI   | PX- 0           |     |        | INSTRUCTIONAL<br>SOLO                          | STUDENT, AGE 19, 5 TOTAL<br>Hours, all in Type.        |
|        | TYPE OF ACCID<br>OVERSHOOT<br>GROUND-WAT                                      | ENT<br>Er loop-swerve  | DANAGE SUBSTANTIA  |                 | 6   | ANDI   | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL      | HDOWN  |
|        | PILOT IN C  | OMMAND - MISJU<br>Ommand - Faile   | DGED DISTANCE,SPEED,<br>D TO MAINTAIN DIRECT<br>EQUATE TRAINING OF S                           | IONAL COM       |     |        |  |  |
|        |   |  | OF FAMILIARITY WITH A<br>CONTROL.STRUCK N2473  |                 | NTI | AL DA  | MAGE.STUDENT SOLD                              | ED IN UNFAMILIAR GLIDER.                               |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3619 10/8/67 GORDON, NEBR PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 25, 60 TOTAL TIME - 1145 PX- 0 0 2 PLEASURE HOURS, 53 IN TYPE. N-6232P DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF RUN PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- ATTEMPTED TAKE OFF FROM HIGHWAY, STRUCK HIGHWAY SIGN. PRIVATE, AGE 28, 291 TOTAL 3-3620 10/8/67 DATELAND, ARIZ LUSCOMBE 8A CR- 0 0 1 NONCOMMERCIAL TIME - 1000 PX- 0 0 1 PLEASURE HOURS, 66 IN TYPE. N-11868 DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - FAILED TO ABORT TAKEOFF PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN REMARKS- TAKE OFF MADE FROM AN UNIMPROVED DESERT STRIP. 3-3621 10/8/67 MORGANTON, NC STINSON 108-2 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 26, 133 TOTAL TIME - 1430 N-6433M PX- 0 0 0 BUSINESS HOURS, 130 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES INFLIGHT NORMAL CRUISE PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND -FACTOR WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - UNKNOWN 3-3622 10/8/67 SUSANVILLE, CALIF CESSNA 182 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 50, 1500 TIME - 1400 N-2855Y PX-003 PLEASURE TOTAL HOURS, 12 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 MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

GEAR COLLAPSED

PAGE 1238

LANDING LEVEL OFF/TOUCHDOWN

|        |   |   |   | F ACCIDE       |            |   |  |
|--------|---|---|---|----------------|------------|---|--|
| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   | F              | S M/N      | FLIGHT<br>PURPOSE                                   | PILOT DATA   |
| -3623  | 10/8/67 FIN<br>TIME - 1110  | DLAY,OHIO   | CESSNA 172<br>N-6148E<br>DAMAGE -SUBSTANTIAL              | CR- 0<br>PX- 0 |            | INSTRUCTIONAL<br>DUAL                               | COMMERCIAL,FL.INSTR., AGE 38<br>344 TOTAL HOURS, 71 IN TYPE. |
|        | TYPE OF ACCID<br>HARD LANDI<br>GEAR COLLA   | NG  |   | PI             | LANDI      | OPERATION<br>NG LEVEL OFF/TOU<br>NG LEVEL OFF/TOU   |  |
|        | PILOT IN C  | NT - IMPROPER<br>OMMAND - INADI   | LEVEL OFF<br>QUATE SUPERVISION OF<br>IONS - OVERLOAD FAIL |                |            |   |  |
| -3624  | 10/8/67 WOO<br>TIME - 1245  |   | BEECH A23<br>N-1423L<br>DAMAGE -SUBSTANTIAL               | PX- U          | 0 1<br>0 2 | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE, AGE 34, 81 TOTAL<br>Hours, 77 IN TYPE.              |
|        | TYPE OF ACCID<br>OVERSHOOT<br>COLLIDED W  | ENT<br>ITH DITCHES  | DAMAGE -SUDSTANTIAL                                       | PI             | LANDI      | OPERATION<br>NG LEVEL OFF/TOUN<br>NG ROLL           | CHDOWN   |
|        | FACTOR<br>MISCELLANE<br>WEATHER -<br>AIRPORT CO<br>WEATHER BRIEF<br>WEATHER FOREC | OMMAND – MISJU<br>QUS ÄČTS,CONDIT.<br>RAIN<br>NDITIONS – WE'<br>ING – BRIEFED B'<br>AST – UNKNOWN<br>CUMSTANCES – PRI |   | AIRPORT        |            |   |  |
| -3625  | 10/9/67 LAU<br>TIME - 1930  | R EL , MD   | PIPER PA-28<br>N-9611J                                    | PX- 0          | 0 1<br>0 1 | NONCOMMERCIAL<br>Pleasure                           | PRIVATE, AGE 32, 114 TOTAL<br>Hours, 32 in type.             |
|        | TYPE OF ACCID<br>Hard Landi<br>Gear Colla   | NG  | DAMAGE -SUBSTANTIAL                                       |                | LANDI      | OPERATION<br>Ig Level off/toug<br>Ig Level off/toug |  |
|        | FACTOR  | OMMAND - IMPRO  | OPER LEVEL OFF<br>CONS - OVERLOAD FAIL                    | URE            |            |   |  |

BRIEFS OF ACCIDENTS \_\_\_\_\_ LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA DOCKET DATE F S M/N PURPOSE \_\_\_\_\_ 3-3626 10/9/67 LONG BEACH, CALIF BEECH A23 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 46, 68 TOTAL TIME - 1411 N-4735J PX- 0 0 0 HOURS, 4 IN TYPE. SOLO DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED PROBABLE CAUSE PILOT IN COMMAND -IMPROPER LEVEL OFF PILOT IN COMMAND -IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-3627 10/9/67 EL CENTRO, CALIF COMMERCIAL, AGE 29, 1600 BOEING A75N1 CR- 0 0 1 COMMERCIAL TIME - 0930 N-56538 PX- 0 0 0 AERIAL APPLIC TOTAL HOURS, 1300 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH INFLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/HAINTAIN FLYING SPEED FACTOR WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TEMP 83 DEG. SPRAYING BEETS. CR- 0 0 1 3-3628 10/9/67 RICHMOND, VA LUSCOMBE 8A NONCOMMERCIAL PRIVATE, AGE 22, 100 TOTAL TIME - 1700 PLEASURE N-1378K PX- 0 0 0 HOURS, 12 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL NOSE OVER/DOWN PROBABLE CAUSE MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND -PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- RT QUARTERING TAILWIND 9K. PRIVATE, AGE 54, 400 TOTAL 3-3629 10/9/67 FAYETTEVILLE, ARK BEECH 35-C33 CR- 0 0 1 NONCOMMERCIAL TIME - 0925 N-7963M PX- 0 0 1 BUSINESS HOURS, 250 IN TYPE. DAMAGE - SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE PROPELLER INFLIGHT NORMAL CRUISE WHEELS-UP LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE POWERPLANT - PROPELLER AND ACCESSORIES - OTHER MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR MISCELLANEOUS ACTS, CONDITIONS - PRESSURE, NONE TERRAIN - WET, SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SCREWS HOLDING PROP CYLINDER TO HUB FAILED. INTENTIONAL WHEELS UP LNDG.

|        |   |   | BRIEFS   | OF ACC        | CIDE       | NTS       | 5          |  |   |
|--------|---|---|--|---------------|------------|-----------|------------|--|---|
| OCKET  | DATE  | LUCATION  | AIRCRAFT DATA  | INJU          | RIES       | s         | m/n        | FLIGHT<br>PURPOSE                          | PILOT DATA  |
| 3-3630 | 10/10/67 ME<br>TIME - 0715<br>TYPE OF ACCI                    | DENT  | CESSNA 310<br>N-95E<br>DAMAGE -SUBSTANTIA  | PX-           | 0          | 0<br>PHAS | 0<br>5E 01 | INSTRUCTIONAL<br>DUAL                      | COMMERCIAL, FL.INSTR., AGE 32,<br>2025 TOTAL HOURS, 25 IN TYPE. |
|        | MISCELLAN<br>FACTOR<br>LANDING G                              | SE<br>EAR - NORMAL RE<br>EOUS ACTS,CONDIT<br>EAR - LANDING (                | ETRACTION/EXTENSION A:<br>IONS - PREVIOUS DAM;<br>GEAR WARNING AND INDI<br>EXTENDED-GEAR WARNING | AGE<br>CATINO | s cc       | MPC       | DNEN       |  | ic Huumn  |
| -3631  | 10/10/67 SA<br>TIME - 1827                                    |   | BEECH A35<br>N-8564A<br>DAMAGE -SUBSTANTIA   | РХ-           |            |           |            |  | PRIVATE, AGE 35, 157 TOTAL<br>Hours, 62 in type.                |
|        | TYPE OF ACCI<br>WHEELS-UP                                     |   |  | -             | P          |           |            | OPERATION                                  | ICHDDWN   |
|        | LANDING G<br>MISCELLAÑ<br>MISCELLAN                           | EAR - NORMAL RE<br>EAR - EMERGENCY<br>EOUS ACTS, CONDITI                    | IONS - MATERIAL FAIL   |               | <b>.</b> Y |           |            |  |   |
| 3-3632 | 10/10/67 KA<br>TIME - 1015                                    |   | BEECH V35<br>N-2056W<br>DAMAGE -SUBSTANTIAI  | PX-           |            |           |            | NONCOMMERCIAL<br>Practice                  | PRIVATE, AGE 40, 350 TOTAL<br>Hours, 225 in type.               |
|        | TYPE OF ACCI<br>Engine fa<br>Gear Coll                        | ILURE OR MALFUNCT   |  | -             |            | I         | NFLI       | OPERATION<br>GHT OTHER<br>NG LEVEL OFF/TOU | ICHDOWN   |
|        | MISCELLAN<br>FACTOR<br>TERRAIN -<br>MISCELLAN<br>EMERGENCY CI | COMMAND - IMPRC<br>EOUS ACTS,CONDITI<br>HIGH VEGETATIC<br>EOUS ACTS,CONDITI | IONS - OVERLOAD FAIL   | URE           | I LA       | ND        |            |  |   |

BRIEFS OF ACCIDENTS

|                |                                       |   | BRIEFS (   | OF AC                   | CIDE         | INTS    | 5      |   |  |
|----------------|---------------------------------------|---|--|-------------------------|--------------|---------|--------|---|--|
| DOCKET         | DATE                                  | LOCATION  | AIRCRAFT DATA  | INJU                    |              |         | M/N    | FLIGHT<br>PURPOSE                         | PILOT DATA   |
| 3-3633         | 10/10/67 JA<br>TIME - 1830            |   | CESSNA 175<br>N-6993E<br>DAMAGE -SUBSTANTIAL   | P X-                    | -            | -       | -      | NONCOMMERCIAL<br>PLEASURE                 | PRIVATE, AGE 33, 77 TOTAL<br>HOURS, 16 IN TYPE.                  |
|                | TYPE OF ACCI<br>CullIDED<br>GEAR COLI | WITH DITCHES  |  | -                       | F            | 1       | IXA    | OPERATION<br>From Landing<br>From Landing |  |
|                | PILOT IN<br>FACTOR                    | CUMMAND - DIVER<br>COMMAND - SELEC  | RTED ATTENTION FROM OF   | [ N                     | I ON         | OF      | AIRC   | RAFT                                      |  |
|                |                                       |   | IONS - OVERLOAD FAIL<br>ING POWER.TAXIED OFF F   |                         |              |         |        |   |  |
| 3-3634         | 10/10/67 AU<br>TIME - 1649            |   | CESSNA 150G<br>N-4077j<br>Damage -substantiai  | CR-<br>PX-              | 0<br>0       | 0<br>0  | 2<br>0 | INSTRUCTIONAL<br>DUAL                     | COMMERCIAL,FL.INSTR., AGE 28,<br>1650 Total Hours, 1500 in Type. |
|                | TYPE OF ACCI<br>STALL                 | IDENT   |  | -                       | F            |         |        | OPERATION<br>NG GO-AROUND                 |  |
|                |                                       | DENT - FAILED TO  | D OBTAIN/MAINTAIN FLY)<br>EQUATE SUPERVISION OF  |                         |              | )       |        |   |  |
| 3-3635         | 10/11/67 HA<br>TIME - 1830            |   | BELLANCA 14-13<br>N-568CD<br>DAMAGE -SUBSTANTIAL   | РХ-                     |              |         |        | NONCOMMERCIAL<br>PLEASURE                 | PRIVATE, AGE 35, 109 TOTAL<br>Hours, 48 in type.                 |
|                | TYPE OF ACCI<br>WHEELS-UP             | IDENT<br>PLANDING   |  | -                       | P            |         |        | OPERATION<br>NG LEVEL OFF/TOU             | CHDOWN   |
|                | MISCELLAM<br>MISCELLAM<br>MAINTENAM   | GEAR - NORMAL RE<br>NEOUS ACTS,CONDITI<br>NEOUS - FOREIGN<br>NCE,SERVICING,INSF | MATERIAL AFFECTING NO<br>PECTION - IMPROPER M  | DRMAL<br>MAINT          | OPE<br>ENAN  | ICE     |        |   | E.RECENT INSPECTION MADE.  |
| <b>3-</b> 3636 | 10/11/67 LE<br>TIME - 1300            |   | PIPER PA-28<br>N-7515W<br>DAMAGE -SUBSTANTIAL  | PX-                     |              |         | 1<br>0 | NONCOMMERCIAL<br>BUSINESS                 | STUDENT, AGE 33, 91 TOTAL<br>Hours, 70 in type.                  |
|                | TYPE OF ACCI<br>COLLIDED              | IDENT<br>WITH WIRES/POLES   |  | -                       | P            |         |        | OPERATION<br>FF INITIAL CLIMB             |  |
|                | TERRAIN -<br>EMERGENCY CI             | COMMAND – INADE<br>HIGH UBSTRUCTI<br>RCUMSTANCES – PRE<br>SUS                   | QUATE PREFLIGHT PREPA<br>ONS<br>CAUTIONARY LANDING OF<br>PECTED OR KNOWN AIRCR<br>KED ON STABILATOR.ON L<br>PAGE 1 | F AIF<br>AFT (<br>ANDIN | RPOR<br>DAMA | T<br>GE |        |   | VD JERKED ACFT OFF PATH  |

| DOCKET | DATE  | LOCATION   | AIRCRAFT DATA  |                            |                      |                |        | FL IGHT<br>PURPOSE                                | PILOT DATA  |
|--------|---|--|--|----------------------------|----------------------|----------------|--------|---|---|
| -3637  |   | ALEXANDRIA,LA<br>DOO   | BEECH D95A<br>N-9496S<br>DAMAGE -SUBSTANTIAL   |                            | 0                    | 0              | 2<br>0 | INSTRUCTIONAL<br>DUAL                             | COMMERCIAL,FL.INSTR., AGE 47,<br>3606 TOTAL HOURS, 10 IN TYPE.  |
|        | TYPE OF AC<br>Gear Ri                                 | CCIDENT<br>ETRACTED  | DANAGE - JUDSTANTIA  | -                          |                      |                |        | OPERATION   |   |
|        |   | UDENT - RETRACTED  | ) GEAR PREMATURELY<br>) T/O AND LANDED WITHO   | IUT F                      | URT                  | HER            | DAM    | AGE.  |   |
| 3-3638 | 10/11/67<br>TIME - 08                                 | SPEARFISH,S DAK<br>345   | PIPER PA-18<br>N-1752P<br>DAMAGE -SUBSTANTIAL  | CR-<br>PX-                 | 0<br>0               | 0              | 1<br>0 | NONCOMMERCIAL<br>BUSINESS                         | PRIVATE, AGE 56, 875 TOTAL<br>Hours, 87 in type.                |
|        | TYPE OF AC<br>Hard La<br>Gear Co                      |  | UNHAGE - SUBSTANTIAL   |                            |                      |                | LANDI  | OPERATION<br>NG LEVEL OFF/TOU<br>NG LEVEL OFF/TOU |   |
|        | FACTOR  | N COMMAND - IMPRO  | PER LEVEL OFF<br>ONS - OVERLOAD FAIL   | URE                        |                      |                |        |   |   |
| -3639  |   | 25   | BEECH 35-B33<br>N-9615Y<br>DAMAGE -SUBSTANTIAL   | PX-                        | 0<br>0               | 0<br>0         | 1      | NONCOMMERCIAL<br>Pleasure                         | PRIVATE, AGE 29, 70 TOTAL<br>MOURS, ALL IN TYPE.                |
|        | TYPE OF AC<br>WHEELS-                                 |  |  |                            | 1                    |                |        | OPERATION<br>NG LEVEL OFF/TOU                     | CHDOWN  |
|        | PROBABLE C<br>PILOT I                                 |  | D TO ASSURE THE GEAR   | WAS I                      | DOM                  | N AI           | ND LO  | CKED  |   |
| -3640  |   | MILWAUKEE,WIS<br>02  |  | PX-                        | 0<br>0               | 0<br>0         | 1<br>2 | MISCELLANEOUS<br>FERRY                            | COMMERCIAL,FL.INSTR., AGE 27,<br>4100 TOTAL HOURS, 500 IN TYPE. |
|        | TYPE OF AC<br>WHEELS-                                 | CIDENT<br>UP LANDING   | DARAGE - SUBSTANTIAL   |                            | i                    |                |        | OPERATION<br>Ng level off/tou                     | CHDOWN  |
|        | LANDING<br>MISCELL<br>MISCELL<br>MAINTEN<br>EMERGENCY | GEAR - NORMAL RE<br>GEAR - EMERGENCY<br>ANEOUS ACTS,CONDITI<br>ANEOUS ACTS,CONDITI<br>ANCE,SERVICING,INSP<br>CIRCUMSTANCES - PRE<br>SUS<br>UNU | TRACTION/EXTENSION AS<br>/EXTENSION ASSEMBLY<br>ONS - JAMMED<br>ONS - LACK OF LUBRI<br>ECTION - INADEQUATE<br>CAUTIONARY LANDING ON<br>PECTED MECHANICAL DIS<br>SUAL NOISE<br>IMPROPERLY WHE | CATI<br>MAI<br>AIR<br>CREP | DN-:<br>NTEI<br>PORT | NAN(<br>F<br>Y | E AN   | D INSPECTION                                      |   |

BRIEFS OF ACCIDENTS

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|       | DATE LOCATI  |   |   |                                    |   |   | FL IGHT<br>PURPOSE   | PILOT DAT              | <b>A</b>   |
|-------|--|---|---|------------------------------------|---|---|--|------------------------|--|
|       | 10/11/67 MIDDLETOWN,DE<br>TIME - 1800  | L CESSNA 150  |   | 0                                  | 0   | 1<br>0  | INSTRUCTIONAL<br>TRAINING                                    | STUDENT,<br>HOURS, ALL | AGE 35, 19 TOTAL<br>In Type.                                       |
|       | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SW<br>COLLIDED WITH DITCH  | ERVE  |   |                                    | Ĺ   | ANDIN   | OPERATION<br>IG LEVEL OFF/TOU<br>IG ROLL                     | CHDOWN                 |  |
|       | PROBABLE CAUSE<br>PILOT IN COMMAND -   | IMPROPER OPERATION OF   | BRAKES AN   | D/0                                | IR F  | LIGHT   | CONTROLS   |                        |  |
| -3642 | 10/11/67 EL PASO,TEX<br>TIME - 1630  | ERCO 415-C<br>N-2017H<br>Damage - Substan   | CR-<br>PX-<br>TIAI  | 0<br>0                             | 0<br>0  | 1<br>0  | INSTRUCTIONAL<br>TRAINING                                    | STUDENT,<br>Hours, 150 | AGE 41, 300 TOTAL<br>In Type.                                      |
|       | TYPE OF ACCIDENT<br>COLLIDED WITH OBJEC<br>GEAR CULLAPSED  |   |   | Ρ                                  | HAS<br>L  | E OF  | OPERATION<br>IG ROLL<br>IG ROLL                              |                        |  |
|       |  | SELECTED UNSUITABLE TE  | RRAIN   |                                    |   |   |  |                        |  |
|       | AIRPORT CONDITIONS -   | ONDITIONS - OVERLOAD<br>POORLY MAINTAINED RU  |   | ACE                                |   |   |  |                        |  |
| -3643 | MISCELLÄNEOUS ACTS,C<br>AIRPORT CONDITIONS -<br>REMARKS- NOSE WHEEL STR  | POORLY MAINTAINED RU<br>UCK HOLE IN RNWY.   | NWAY SURF   |                                    |   | 1   | INSTRUCTIONAL  | STUDENT                | ACE 32. 13 TOTAL   |
| -3643 | MISCELLANEOUS ACTS.C<br>AIRPORT CONDITIONS -   | POORLY MAINTAINED RU<br>UCK HOLE IN RNWY.<br>PIPER PA-22<br>N~5100Z   | NWAY SURF<br>CR-<br>PX-   |                                    |   | 1<br>0  | INSTRUCTIONAL<br>TRAINING                                    | STUDENT,<br>Hours, All | AGE 32, 13 TOTAL<br>In Type.                                       |
| -3643 | MISCELLÄNEOUS ACTS,C<br>AIRPORT CONDITIONS -<br>REMARKS- NOSE WHEEL STR  | POORLY MAINTAINED RU<br>UCK HOLE IN RNWY.<br>PIPER PA-22<br>N~5100Z<br>DAMAGE -SUBSTAN  | NWAY SURF<br>CR-<br>PX-<br>TIAL   | 0<br>0<br>P                        | 0<br>0<br>HAS<br>L  | E OF<br>ANDIN                                     | INSTRUCTIONAL<br>TRAINING<br>OPERATION<br>G ROLL<br>G ROLL   | STUDENT,<br>Hours, All | AGE 32, 13 TOTAL<br>In Type.                                       |
| -3643 | MISCELLANEOUS ACTS,C<br>AIRPORT CONDITIONS -<br>REMARKS- NOSE WHEEL STR<br>10/11/67 PLYMOUTH,MICH<br>TIME - 1130<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SW<br>COLLIDED WITH PARKE<br>PROBABLE CAUSE  | POORLY MAINTAINED RU<br>UCK HOLE IN RNWY.<br>PIPER PA-22<br>N-5100Z<br>DAMAGE -SUBSTAN<br>ERVE<br>D AIRCRAFT<br>IMPROPER OPERATION OF   | CR-<br>PX-<br>TIAL<br>BRAKES AN   | 0<br>0<br>P                        | 0<br>0<br>HAS<br>L<br>L                                   | E OF<br>ANDIN<br>ANDIN                            | OPERATION<br>Ig Roll<br>Ig Roll                              | STUDENT,<br>Hours, All | AGE 32, 13 TOTAL<br>In Type.                                       |
|       | MISCELLANEOUS ACTS,C<br>AIRPORT CONDITIONS -<br>REMARKS- NOSE WHEEL STR<br>10/11/67 PLYMOUTH,MICH<br>TIME - 1130<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SW<br>COLLIDED WITH PARKE<br>PROBABLE CAUSE<br>PILOT IN COMMAND -  | POORLY MAINTAINED RU<br>UCK HOLE IN RNWY.<br>PIPER PA-22<br>N-5100Z<br>DAMAGE -SUBSTAN<br>ERVE<br>D AIRCRAFT<br>IMPROPER OPERATION OF<br>SSNA 150 N6569S, SUBSTAN<br>ALIF BEECH 35            | NWAY SURF<br>CR-<br>PX-<br>TIAL<br>BRAKES AN<br>TIAL DAMA<br>CR-<br>PX-         | 0<br>0<br>P<br>D/0<br>GE<br>0      | 0<br>0<br>HAS<br>L<br>L<br>R<br>F                         | E OF<br>ANDIN<br>ANDIN<br>LIGHT                   | OPERATION<br>Ig Roll<br>Ig Roll                              | COMMERCIAL             | AGE 32, 13 TOTAL<br>IN TYPE.<br>• AGE 36, 1801<br>S, 1145 IN TYPE. |
|       | MISCELLÄNEOUS ACTS,C<br>AIRPORT CONDITIONS -<br>REMARKS- NOSE WHEEL STR<br>10/11/67 PLYMOUTH,MICH<br>TIME - 1130<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SW<br>COLLIDED WITH PARKE<br>PROBABLE CAUSE<br>PILOT IN COMMAND -<br>REMARKS- PARKED ACFT-CE<br>10/11/67 PALM SPRNGS,C | POORLY MAINTAINED RL<br>UCK HOLE IN RNWY.<br>PIPER PA-22<br>N-5100Z<br>DAMAGE -SUBSTAN<br>ERVE<br>D AIRCRAFT<br>IMPROPER OPERATION OF<br>SSNA 150 N6569S, SUBSTAN<br>ALIF BEECH 35<br>N-2879V | NWAY SURF<br>CR-<br>PX-<br>TIAL<br>BRAKES AN<br>TIAL DAMA<br>CR-<br>PX-<br>TIAL | 0<br>0<br>P<br>D/0<br>GE<br>0<br>0 | 0<br>0<br>HASS<br>L<br>L<br>R<br>F<br>0<br>0<br>0<br>HASS | E OF<br>ANDIN<br>ANDIN<br>LIGHT<br>1<br>1<br>E OF | OPERATION<br>IG ROLL<br>IG ROLL<br>CONTROLS<br>NONCOMMERCIAL | COMMERCIAL             | <b>,</b> AGE 36, 1801  |

PAGE 1244

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|        |  | BRIEFS OF ACCIDENTS   |
|--------|--|---|
| DOCKET | DATE LOCATION  | AIRCRAFT DATA INJURIES FLIGHT PILOT DATA<br>F S M/N PURPOSE   |
|        | 10/12/67 PLUM,TEX<br>TIME - 1430                                 | MOONEY M2OE CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 772 TOTAL<br>N-1272X PX- 0 0 1 BUSINESS HOURS, 250 IN TYPE.<br>DAMAGE -SUBSTANTIAL     |
|        | TYPE OF ACCIDENT<br>PROPELLER/ROTOR FAILURE<br>WHEELS-UP LANDING | PHASE OF OPERATION  |
|        | MISCELLANEOUS ACTS CONDI   | ND ACCESSORIES - HYDRAULIC PITCH CONTROL MECHANISM<br>TIONS - MATERIAL FAILURE  |
|        | TERRAIN - WET, SOFT GRO<br>EMERGENCY CIRCUMSTANCES - F           | TIONS - VIBRATION,EXCESSIVE<br>UND<br>ORCED LANDING OFF AIRPORT ON LAND<br>NO.1 PROP BLADE,FAILED. INTENTIONAL WHEELS UP LNDG.              |
| 3-3646 | 10/12/67 AZTEC.N MEX<br>TIME - 0615                              | TAYLORCRAFTBC-65 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 48, 814 TOTAL<br>N-29810 PX- 0 0 1 Pleasure Hours, 73 in type.<br>Damage -Substantial |
|        | TYPE OF ACCIDENT<br>STALL  | PHASE OF OPERATION<br>TAKEOFF INITIAL CLIMB   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - FAI                         | LED TO OBTAIN/MAINTAIN FLYING SPEED   |
| 3-3647 | 10/12/67 PHILADELPHIA,PA<br>TIME - 1500                          | BEECH 35-B33 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 59, 713 TOTAL<br>N-785AA PX- 0 0 1 Pleasure Hours, 126 in Type.<br>Damage -substantial    |
|        | TYPE OF ACCIDENT<br>WHEELS-UP LANDING                            | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - FAI<br>FACTOR               | LED TO EXTEND LANDING GEAR  |
|        |  | TIONS - CHECKLIST-FAILED TO USE   |
| 3-3648 | 10/12/67 WAUCHULA,FLA<br>TIME - 0630                             | BEECH 95-B55 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 39, 881 TOTAI<br>N-6859Q PX- 0 0 0 BUSINESS HOURS, 285 IN TYPE.<br>Damage -Substantial |
|        | TYPE OF ACCIDENT<br>Overshoot<br>Collided WITH object            | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING GO-ARDUND  |
|        | PILOT IN COMMAND - DEL<br>FACTOR<br>AIRPORT CONDITIONS - W       | JUDGED DISTANCE,SPEED,AND ALTITUDE<br>AYED IN INITIATING GO-AROUND<br>NET RUNWAY<br>ACFT STRUCK BRUSH ON GO AROUND                          |

BRIEFS OF ACCIDENTS

|        |  |  | BRIEFS L  | H ACCI     | DFN     | 115    |        |   |                          |                                    |
|--------|--|--|---|------------|---------|--------|--------|---|--------------------------|------------------------------------|
| DUCKET | DATE   | LOCATION   | AIRCRAFT DATA   | INJURI     | ES<br>F | s i    | 4/N    | FLIGHT<br>PURPOSE                         | PILOT DAT                | A                                  |
| 3-3649 | 10/12/67 TR<br>TIME - 1000                   | I BUNE, KANS   | PIPER PA-22<br>N-2860Z<br>DAMAGE -SUBSTANTIAI   | CR-<br>PX- | 0<br>0  | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>TRAINING                 | STUDENT,<br>Hours, All   | AGE 25, 71 TOTAL<br>In Type.       |
|        | TYPE OF ACCI<br>Stall                        | DENT   |   |            |         | IASI   |        | OPERATION<br>HT LOW PASS                  |                          |                                    |
|        | PILOT IN                                     | COMMAND — FAIL<br>Command — DIVE   | ED TO OBTAIN/MAINTAIN<br>RTED ATTENTION FROM OF<br>OPS ON HIS FARM.   |            |         |        |        | AFT                                       |                          |                                    |
| 3-3650 | 10/12/67 EL<br>TIME - 0544                   | K0,NEV   | BEECH 835<br>N-5208C<br>Damage -SubStantiai   | CR-<br>PX- | 0<br>0  | 0<br>0 | 1<br>2 | NONCOMMERCIAL<br>Pleasure                 | PRIVATE,<br>Hours, 500   | AGE 49, 2005 TOTAL<br>In Type.     |
|        | TYPE UF ACCI<br>ENGINE FA<br>GEAR COLL       | DENT<br>Ilure or <b>malfunc</b><br>Apsed                                   | TION  |            |         |        |        | OPERATION<br>F INITIAL CLIMB<br>F ABORTED |                          |                                    |
|        | MISCELLAN<br>PILUŤ IN<br>Factur<br>MISCELLAN | T - EXHAUST SYST<br>EQUS ACTS,CONDIT<br>COMMAND - SPON<br>EQUS ACTS,CONDIT | EM – MANIFOLDS<br>TONS – MATERIAL FAIL<br>ITANEOUS-IMPROPER ACTIO<br>TONS – OVERLOAD FAIL<br>ECAUTIONARY LANDING OF | DN<br>LURE | IRT     |        |        |   |                          |                                    |
|        | RÉMARKS- PAT                                 | UN   | JSPECTED MECHANICAL DI<br>JUSUAL NOISE<br>MANIFOLD FAILED.PLT /   |            | -       | тн     | INSU   | FFICIENT RNWY REM                         | AINING.                  |                                    |
| 3-3651 | 10/13/67 DU<br>Time - 0900                   | MAS,TEX  | PIPER <b>P</b> A-25<br>N-6577Z<br>DAMAGE -SUBSTANTIAI   | РХ-        | 0       | 0      | 0      | AERIAL APPLIC                             | COMMERCIAL<br>TOTAL HOUR | 9 AGE 45, 2000<br>5, 1200 IN TYPE. |
|        |  | DENT<br>Ilure or malfund<br>WITH DIRT BANK                                 | TION  |            |         | I      | NFLIG  | OPERATION<br>HT EN ROUTE TO T<br>G ROLL   | REAT CROP                |                                    |
|        | PUWERPLAN<br>MAINTÉNAN<br>FACTOR             | T - IGNITION SYS<br>T - LOW TENSION  | TEM - IGNITION HARNI<br>WIRING SWITCHES<br>PECTION - INADEQUATI   |            |         |        |        | INSPECTION                                |                          |                                    |

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BRIEFS OF ACCIDENTS ------LUCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA DOCKET DATE PURPOSE F S M/N 3-3652 10/13/67 HOUSTON.TEX CESSNA 411 CK- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 43, 3500 N-4911T PX- 0 0 3 BUSINESS TOTAL HOURS, 300 IN TYPE. TIME - 1925 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 CR- 0 0 1 NONCOMMERCIAL 3-3653 10/13/67 MELBUURNE,FLA MOUNEY M20C PRIVATE, AGE 31, 136 TOTAL PX- 0 0 0 HOURS, 15 IN TYPE. TIME - 2000 N-9745M BUSINESS DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL LANDING ROLL GEAR COLLAPSED PROBABLE CAUSE LANDING GEAR - NOSEWHEEL STEERING MISCELLANEOUS ACTS, CONDITIONS - SHEARED MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE REMARKS- BULT ATTACHING NOSEWHEEL STEERING YOKE TO NOSEGEAR WAS FOUND SHEARED. 3-3654 10/13/67 ALVIN, TEX CESSNA 150F CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL. INSTR., AGE 20, 733 TOTAL HOURS, 108 IN TYPE. TIME - 1045 N-8696S PX- 0 0 0 DUAL DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING GO-AROUND COLLIDED WITH DIRT BANK LANDING ROLL PROBABLE CAUSE PILUT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INSTRUCTOR APPLIED POWER TOO RAPIDLY DURING GO AROUND FROM SIMULATED FORCED LNDG. 3-3655 10/13/67 BEAVER IS. MICH PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 25, 25 TOTAL TIME - 1530 N-9705J PX- 0 0 0 HOURS, ALL IN TYPE. SOLO DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL COLLIDED WITH FENCE, FENCEPOSTS PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER - LOW CEILING WEATHER - RAIN AIRPORT CONDITIONS - WET RUNWAY WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - UNKNOWN EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER

|        |   |   | BRIEFS  |                     |      |     |        |          |   |  |
|--------|---|---|---|---------------------|------|-----|--------|----------|---|--|
| DUCKET | ŪATE  | LOCATION  | AIRCRAFT DATA   | INJU                | RIE  | s   |        | /N       | FLIGHT<br>PURPOSE                                 | PILOT DATA   |
| 3-3656 |   | ISSIMMEE,FLA<br>5   | CESSNA 170<br>N-5745C<br>DAMAGE -SUBSTANTIA   |                     | 0    | 0   |        | 1        | NONCOMMERCIAL<br>PLEASURE                         | PRIVATE, AGE 44, 623 TOTAL<br>Hours, 4 in type.    |
|        | TYPE OF ACC<br>Ground-W<br>Gear Col                       | ATER LOUP-SWERVE  |   | -                   |      |     | LAI    | NDIN     | DPERATION<br>G ROLL<br>G ROLL                     |  |
|        | FACTÚR<br>WEÄTHEŘ<br>MISCELLA<br>WEATHER BRI              | COMMAND - FAILED<br>- UNFÄVORABLE WIN   | NS - OVERLUAD FAI<br>RECEIVED   |                     | CO   | NTR | KO L   |          |   |  |
| 3-3657 |   | ERRIS,TEX<br>5  | CESSNA 150<br>N-8469J<br>Damage -destroyed  | CR-<br>PX-          | 0    | 0   | 1      | 1 /<br>1 | NONCOMMERCIAL<br>Practice                         | PRIVATE, AGE 23, 64 TOTAL<br>Hours, 52 in type.    |
|        | TYPE OF ACC<br>COLLIDED                                   | IDENT<br>WITH WIRE <b>S/</b> POLES  | DAMAGE -DESTROTED   |                     | ł    |     |        |          | DPERATION<br>G GO-AROUND                          |  |
|        |   |   | TO SEE AND AVOID OF<br>GENCY LANDING.   | BJECT               | S 01 | RO  | 18 S T | FRUC'    | FIONS   |  |
| 3-3658 |   | OUTH BEND,IND<br>5  | CESSNA 182<br>N-3079Q<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-          | 0    | 0   | 1      | L (<br>3 | NONCOMMERCIAL<br>Pleasure                         | PRIVATE, AGE 52, 222 TOTAL<br>HDURS, 26 IN TYPE.   |
|        | TYPE OF ACC<br>HARD LAN                                   |   |   | -                   | I    |     |        |          | DPERATION<br>G LEVEL OFF/TOUC                     | CHDOWN   |
|        | PROBABLE CA<br>PILOT IN                                   | USE<br>COMMAND - IMPROP   | ER LEVEL OFF  |                     |      |     |        |          |   |  |
| 3-3659 | 10/14/67 S<br>TIME - 113                                  | OUTH BEND,IND<br>5  | CESSNA 310<br>N-6777T<br>DAMAGE -SUBSTANTIAI  | PX-                 |      |     |        | L 1<br>2 | IONCOMMERCIAL<br>PLEASURE                         | PRIVATE, AGE 27, 1240 TOTAL<br>Hours, 350 in type. |
|        | TYPE OF ACC<br>Engine f<br>Gear Cul                       | AILURE OR MALFUNCTI   |   | •                   | 1    |     | LAN    | DING     | DPERATION<br>5 TRAFFIC PATTER<br>5 LEVEL OFF/TOUC |  |
|        | MISCELLA<br>FACTOR<br>MISCELLA<br>MISCELLA<br>EMERGENCY C | CUMMAND - MISMAN<br>NEOUS ACTS,CONDITIO<br>NEOUS ACTS,CONDITIO<br>NEOUS ACTS,CONDITIO | AGEMENT OF FUEL SYST<br>NS – FUEL STARVATJ<br>NS – FAILURE OF TH<br>NS – OVERLUAD FAIL<br>ED LANDING UFF AIRPO<br>LIARY TANKS FULL. | UN<br>10 OR<br>.URE |      |     |        | GINES    | ŝ   |  |

BRIEFS OF ACCIDENTS

DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE PRIVATE, AGE 50, 130 TOTAL 3-3660 10/14/67 BEECHER, ILL CESSNA 172 CR- 0 0 1 NONCOMMERCIAL TIME - 1530 N-8795B PX- 0 0 1 PLEASURE HOURS, 95 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED PROBABLE CAUSE PILOT IN CUMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR TERRAIN - WET, SOFT GROUND MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-3661 10/14/67 LITHONIA.GA MOONEY M20C CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 40, 261 TOTAL N-2615₩ PLEASURE HOURS, 6 IN TYPE. TIME - 1730 PX- 0 0 0 DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN WHEELS-UP LANDING PROBABLE CAUSE PILUT IN COMMAND - FAILED TO EXTEND LANDING GEAR 3-3662 10/14/67 GASTONIA,NC CESSNA 180 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 56, 2600 TOTAL HOURS, 1750 IN TYPE. TIME - 1630 N-2227C PX- 0 0 0 PLEASURE DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAXI FROM LANDING PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN AIRPORT CONDITIONS - UNMARKED OBSTRUCTIONS FACTOR MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE REMARKS- PILOT TAXIING OFF PAVED TAXIWAY, STRUCK CUNCRETE BLOCK IN DEPRESSION ALONG SIDE THE TAXIWAY. 3-3663 10/14/67 STREATOR, ILL CESSNA 150 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 26, 22 TOTAL TIME - 1212 N-3093S PX- 0 0 0 SOLO HOURS, ALL 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 RECOVERY FROM BOUNCED LANDING FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

BRIEFS OF ACCIDENTS

|       | DATC   | 1.00 47 100  |  | TALLO                   | Tro    |  |   | EL TOUT  |                           |  |
|-------|--|--|--|-------------------------|--------|--|---|--|---------------------------|--|
| UUKEI |  |  | AIRCRAFT DATA  |                         |        |  |   |  |                           | PILOT DATA   |
| -3664 | 10/14/67 BAF<br>TIME - 1600  | RE, MASS   | SCHWEIZER SGU-2<br>N-10357<br>DAMAGE -SUBSTANTIAL  | CR-<br>PX-              | 0<br>0 | 0  | 1 1<br>0  | NSTRUCT<br>TRAINI                                  | IONAL<br>NG '             | STUDENT, AGE 44, 22 TOTAL<br>Hours, all in type.   |
|       | TYPE OF ACCIL<br>UNDERSHOOT<br>COLLIDED W  |  |  | -                       |        | Ĺ  | ANDING  |  | N<br>APPROACH<br>Approach |  |
|       |  | COMMAND - MISJU  | IDGED DISTANCE AND ALT<br>UNS - POORLY PLANNE  |                         |        | СН   |   |  |                           |  |
| -3665 | 10/14/67 TUL<br>TIME - 1730  | _SA,OKLA   | BEECH S35<br>N-320JD<br>DAMAGE -SUBSTANTIAL  | CR-<br>PX-              | 0<br>0 | 0<br>0   | 1 N<br>1  | IONCOMME<br>PLEASU                                 | RCIAL                     | PRIVATE, AGE 49, 950 TOTA<br>Hours, 40 in type.  |
|       | TYPE OF ACCIL<br>WHEELS-UP   |  |  | -                       |        |  |   | PERATIO  | N<br>OFF/TOUC             | HDOWN  |
|       | FACTOR   | COMMAND - FAILE  | D TO EXTEND LANDING (<br>ONS - CHECKLIST-FA)   |                         | o u    | ISE  |   |  |                           |  |
|       |  |  |  |                         |        |  |   |  |                           |  |
|       |  |  |  |                         |        |  |   |  |                           |  |
| -3666 | 10/14/67 TYC<br>TIME - 0700  | DNEK, ALAS   | CESSNA 180<br>N-7604a<br>Damage -Substantiai   | CR-<br>PX-              | 0<br>0 | 0<br>0   | 1 N<br>0  | IONCOMME<br>PLEASU                                 | RCIAL                     | COMMERCIAL, AGE 36, 1353<br>Total Hours, 200 in type.  |
| -3666 | TIME - 0700<br>TYPE OF ACCIE<br>GROUND-WAT   |  | DAMAGE -SUBSTANTIAL  | CR-<br>PX-              |        | HAS<br>L                                       | E OF C  | IONCOMME<br>PLEASU<br>DPERATIO<br>F ROLL<br>F ROLL |                           | COMMERCIAL, AGE 36, 1353<br>TOTAL HOURS, 200 IN TYPE.  |
| -3666 | TIME - 0700<br>TYPE OF ACCIE<br>GROUND-WAT<br>COLLIDED W<br>PROBABLE CAUS<br>PILOT IN C<br>PILOT IN C  | DENT<br>FER LOOP-SWERVE<br>WITH TREES<br>SE<br>CUMMAND - FAILE   | DAMAGE -SUBSTANTIAL  | ONAL                    | Ρ      | HAS<br>L                                       | E OF C<br>ANDING<br>ANDING                                      | PERATIO<br>6 ROLL                                  |                           | COMMERCIAL, AGE 36, 1353<br>TOTAL HOURS, 200 IN TYPE.  |
| -3666 | TIME - 0700<br>TYPE OF ACCIL<br>GROUND-WAT<br>COLLIDED W<br>PROBABLE CAUS<br>PILOT IN C<br>PILOT IN C<br>FACTOR<br>TERRAIN -   | DENT<br>FER LOOP-SWERVE<br>WITH TREES<br>SE<br>CUMMAND - FAILE<br>COMMAND - SELEC<br>OTHER   | DAMAGE -SUBSTANTIAL<br>D TO MAINTAIN DIRECTI   | ONAL                    | Ρ      | HAS<br>L                                       | E OF C<br>ANDING<br>ANDING                                      | PERATIO<br>6 ROLL                                  |                           | COMMERCIAL, AGE 36, 1353<br>TOTAL HOURS, 200 IN TYPE.  |
|       | TIME - 0700<br>TYPE OF ACCID<br>GROUND-WAT<br>CULLIDED V<br>PROBABLE CAUS<br>PILOT IN C<br>PILOT IN C<br>PILOT IN C<br>FACTOR<br>TERRAIN -<br>REMARKS- LAND  | DENT<br>TER LOOP-SWERVE<br>VITH TREES<br>SE<br>JUMMAND - FAILE<br>COMMAND - SELEC<br>OTHER<br>DED ON UNIMPROVED  | DAMAGE -SUBSTANTIAL<br>D TO MAINTAIN DIRECTI<br>TED UNSUITABLE TERRAI  | CNAL<br>N<br>CR-<br>PX- | P      | HAS<br>L                                       | E OF C<br>ANDING<br>ANDING                                      | DPERATIO<br>ROLL<br>ROLL                           | N                         | COMMERCIAL, AGE 36, 1353<br>TOTAL HOURS, 200 IN TYPE.<br>PRIVATE, AGE 31, 119 TOTA<br>HOURS, 74 IN TYPE. |
|       | TIME - 0700<br>TYPE OF ACCID<br>GROUND-WAT<br>CULLIDED W<br>PROBABLE CAUS<br>PILOT IN C<br>PILOT IN C<br>PILOT IN C<br>PILOT IN C<br>PILOT IN C<br>PILOT IN C<br>9/24/67 CAN<br>TIME - 1500<br>TYPE OF ACCID | DENT<br>TER LOOP-SWERVE<br>WITH TREES<br>SE<br>COMMAND - FAILE<br>COMMAND - SELEC<br>OTHER<br>DED ON UNIMPROVED<br>MDEN POINT,MO<br>DENT<br>WITH DIRT BANK | DAMAGE -SUBSTANTIAL<br>D TO MAINTAIN DIRECT<br>TED UNSUITABLE TERRAL<br>SUD AND MUD STRIP.<br>PIPER PA-20<br>N-1973A | CNAL<br>N<br>CR-<br>PX- | 0<br>0 | HAS<br>LI<br>LI<br>ITRO<br>0<br>0<br>HASI<br>T | E OF C<br>ANDING<br>ANDING<br>L<br>1 N<br>1<br>E OF C<br>AKEOFF | DPERATIO<br>ROLL<br>ROLL                           | N<br>RCIAL<br>RE<br>ED    | PRIVATE, AGE 31, 119 TOTA  |

|        |                                     |   | BRIEFS C  |                  |            |        |        |   |   |
|--------|-------------------------------------|---|---|------------------|------------|--------|--------|---|---|
| DOCKET | DATE                                | LOCATION  | AIRCRAFT DATA   | INJUR            | I E S<br>F | S 1    | 4/N    | PURPOSE   | PILOT DATA  |
| 3-3668 | 9/24/67 C<br>TIME - 180             | RYSTAL,MINN<br>0  | PIPER PA-28<br>N-9282J<br>DAMAGE -SUBSTANTIAL   | CR-<br>PX-       | 0<br>0     | 0<br>0 | 1 3    | COMMERCIAL<br>OTHER                               | COMMERCIAL,FL.INSTR., AGE 29,<br>900 TOTAL HOURS, 21 IN TYPE. |
|        | TYPE OF ACC<br>ENGINE F<br>COLLIDED | IDENT<br>AILURE OR MALFUNCT<br>WITH FENCE,FENCE                                     | ION   |                  |            | T      | KEOF   | OPERATION<br>F INITIAL CLIMB<br>G ROLL            |   |
|        | MÍSCELLA<br>MÍSCELLA<br>EMERGENCY C | NEOUS-PERSONNEL -<br>Neous Acts,cunditi<br>Neous Acts,conditi<br>Ircumstances - For | PASSENGER<br>UNS - FUEL STARVATI<br>ONS - FUEL SELECTOR<br>CED LANDING ON AIRPOR<br>VED FUEL SELECTOR LEN | R POSI<br>Rt/Sea | PLAN       | NE (   | BASE/  | HELIPORT  | NG.   |
| 3-3669 | 9/30/67 C<br>TIME - 175             | RAWFORDSVLLE,IND<br>8   | NAVION F<br>N-91774<br>DAMAGE -SUBSTANTIAI  | CR-<br>PX-       | 0<br>0     | 0<br>0 | 1<br>3 | NONCOMMERCIAL<br>BUSINESS                         | COMMERCIAL, AGE 43, 1811<br>Total Hours, 450 in Type.         |
|        | TYPE OF ACC<br>Gear Ret             |   |   |                  |            |        |        | OPERATION<br>G ROLL                               |   |
|        | PRUBABLE CA<br>PILOT IN             |   | ERTENTLY RETRACTED G  | EAR              |            |        |        |   |   |
| 3-3670 | 10/14/67 S<br>TIME - 154            | AN JUAN,PR<br>5   | PIPER PA-22<br>N-5611Z<br>DAMAGE -SUBSTANTIAI   | CR-<br>PX-       | 0<br>0     | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>TRAINING                         | STUDENT, AGE 23, 28 TOTAL<br>Hours, all in type.              |
|        | TYPE OF ACC<br>UNDERSHO<br>GEAR COL | от  |   |                  |            | L      | ANDIN  | OPERATION<br>G LEVEL OFF/TOUG<br>G LEVEL OFF/TOUG |   |
|        | FACTOR                              | COMMAND - MISJU   | DGED DISTANCE AND ALT<br>ONS - OVERLOAD FAIL  |                  |            |        |        |   |   |
| 3-3671 | 10/15/67 C<br>TIME - 100            | AR I BOU , MINN<br>O  | CHAMPION 7ECA<br>N-11040<br>Damage -Substantial   | CR-<br>PX-       | 0<br>0     | 0<br>0 | 1      | NONCOMMERCIAL<br>Pleasure                         | PRIVATE, AGE 42, 107 TOTAL<br>Hours, 12 in type.              |
|        | TYPE OF ACC<br>OVERSHOD<br>COLLIDED |   | UMMAGE -SUDSTANTIAL   |                  |            | L      | NDIN   | OPERATION<br>G LEVEL OFF/TOUS<br>G ROLL           | CHDOWN  |
|        | PROBABLE CA<br>PILUT IN             |   | DGED DISTANCE AND SPE   | ED               |            |        |        |   |   |

|        |   |  | AIRCRAFT DA  |                                     | F      | S M/N           | PURPOS                  | E                |                            |                       |        |      |
|--------|---|--|--|-------------------------------------|--------|-----------------|-------------------------|------------------|----------------------------|-----------------------|--------|------|
| 3-3672 | 10/15/67 DAYTO<br>TIME - 1600   | DN,TEX   | BEECH A45<br>N-7979A<br>DAMAGE -SUBST  | CR-<br>PX-                          | 0      | 0 1<br>0 1      | MISCELLA<br>SEARCH      | NEOUS<br>AND RES | COMMERCIAL<br>CUEHOURS, 40 | AGE 39                | , 360  | TOTA |
|        | TYPE OF ACCIDEN<br>OVERSHOOT  | IT<br>TH DITCHES   |  |                                     | PH     | ASE OF<br>LANDI | OPERATIO                | N                |                            |                       |        |      |
|        | PILOT IN CON<br>FACTOR<br>WEATHER -<br>TERRAIN -<br>WEATHER BRIEFIN<br>WEATHER FORECAS<br>EMERGENCY CIRCU | MAND – SELEC<br>RAIN –<br>OTHER<br>NG – BRIEFED BY<br>ST – UNKNOWN<br>JMSTANCES – PRE<br>ADY | JDGED DISTANCE A<br>TED UNSUITABLE<br>Y FSP, BY PHONE<br>CAUTIONARY LAND<br>VERSE/UNFAYURABL<br>SLICK WITH OIL | TERRAIN<br>ING OFF AIR<br>E WEATHER |        |                 | RAINS.                  |                  |                            |                       |        |      |
| 3-3673 | 10/15/67 BELLE<br>TIME - 1515   | EVILLE,ILL   | LUSCOMBE 8A<br>N-1280B<br>Damage -Subst  | CR-<br>PX-                          | 0<br>0 | 0 1<br>0 0      | NONCOMME<br>PLEASU      | RCIAL<br>RE      | PRIVATE,<br>HOURS, 16      |                       | 5 TOTA | L    |
|        | TYPE OF ACCIDEN<br>NOSE OVER/DO   | IT   | DAHAGE SUDJI   |                                     | PH     | ASE OF          | ≂ OPERATIO<br>ING ROLL  |                  | -                          |                       |        |      |
|        | PROBABLE CAUSE<br>PILUT IN COM  | MAND - IMPRO   | DPER UPERATION O   | F BRAKES AN                         | D/OR   | FLIG            | HT CONTROL              | S                |                            |                       |        |      |
| 3-3674 | 10/15/67 PIERC<br>TIME - 1115   | CE,COLO  | CESSNA 150<br>N-3614j<br>DAMAGE -SUBST   | CR-<br>PX-                          | 0<br>0 | 01              | NONCOMME<br>Pleasu      | RCIAL<br>Re      | PRIVATE,<br>HOURS, 69      | AGE 25, 1<br>In Type. | 28 TOT | AL   |
|        | TYPE OF ACCIDEN<br>COLLIDED WIT   | T  | EPOSTS   |                                     | PH     | ASE OF          | F OPERATIO<br>DFF INITI | N                |                            |                       |        |      |
|        | PILOT IN COM<br>PILOT IN COM<br>FACTOR  | MAAND – FAILE<br>MAND – SELEC<br>HIGH VEGETATIC  | EQUATE PREFLIGHT<br>ED TO OBTAIN/MAI<br>CTED UNSUITABLE<br>DN  | NTAIN FLYIN                         |        |                 | PLANNING                |                  |                            |                       |        |      |

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|        |                                    |   | BRIEFS O  |            |           |               |        |                                   |                        |                               |
|--------|------------------------------------|---|---|------------|-----------|---------------|--------|-----------------------------------|------------------------|-------------------------------|
| DOCKET | DATE                               | LOCATION  | AIRCRAFT DATA                                   | INJU       | RIE:<br>F | s<br>s        | M/N    | FLIGHT<br>PURPOSE                 | PILOT DAT              |                               |
|        | 10/15/67 G                         | RAND CANYUN, ARIZ<br>0  |   | CR-<br>PX- |           |               |        |                                   |                        |                               |
|        | TYPE OF ACC<br>Stall               | IDENT   |   |            |           |               |        | F OPERATION<br>DFF INITIAL CLIMB  |                        |                               |
|        | PILOT IN<br>FACTOR                 | CUMMAND - FAILED<br>COMMAND - FAILED                            |   |            |           |               | D      |                                   |                        |                               |
|        | AIRPORT                            | CONDITIONS - POOR   | LY MAINTAINED RUNWAY                            | SURI       | - AC      | E             |        |                                   |                        |                               |
| 3-3676 | 10/15/67 E<br>TIME - 160           | AST BOSTON,MASS<br>0  | CESSNA 310<br>N-7079L<br>DAMAGE -SUBSTANTIAL    |            | 0<br>0    | 0<br>0        | 1<br>0 | INSTRUCTIONAL<br>TRAINING         | STUDENT,<br>HOURS, ALL | AGE 37, 108 TOTAL<br>In type. |
|        | TYPE OF ACC<br>HARD LAN            |   |   |            | I         |               |        | F OPERATION<br>ING LEVEL OFF/TOUC | HDOWN                  |                               |
|        | PROBABLE CA<br>PILOT IN            | USE<br>COMMAND - IMPROP   | ER LEVEL OFF                                    |            |           |               |        |                                   |                        |                               |
| 3-3677 | 10/15/67 M<br>TIME - 123           | T∙STERLING,OHIO<br>0  | AERONCA 7AC<br>N-81403<br>DAMAGE -SUBSTANTIAL   | CR-<br>PX- | 0<br>0    | 0<br>0        | 1<br>1 | NONCOMMERCIAL<br>PLEASURE         | PRIVATE,<br>HOURS, 51  | AGE 38, 70 TOTAL<br>In Type.  |
|        | TYPE OF ACC<br>Collided            |   |   |            | i         |               |        | F OPERATION<br>DFF INITIAL CLIMB  |                        |                               |
|        | PROBABLE CAN<br>PILOT IN<br>FACTOR |   | ER COMPENSATION FOR                             | WIND       | co        | NDIT          | ION    | 5                                 |                        |                               |
|        | WEATHER<br>WEATHER BRI             | - UNFÄVORABLE WIN<br>EFING - N© BRIEFING<br>GHT CROSS WIND 85 D |   | ING.       |           |               |        |                                   |                        |                               |
| 3-3678 |                                    | VANSTON, WYO<br>D   | CHAMPION 7GCB<br>N-9953Y<br>DAMAGE -SUBSTANTIAL | PX-        | 0<br>0    | <b>0</b><br>0 | 1      | NONCOMMERCIAL<br>Pleasure         | PRIVATE,<br>Hours, 280 | AGE 47, 700 TOTAL<br>In type. |
|        | TYPE OF ACC<br>COLLIDED            | IDENT<br>WITH OBJECT  |   |            | 1         |               |        | F OPERATION<br>ING GO-AROUND      |                        |                               |
|        |                                    | COMMAND - SELECT  | ED UNSUITABLE TERRAI<br>NG ON SHORT FIELD CO    |            | ) W]      | ітн           | HEA    | VY BRUSH.                         |                        |                               |

|        |   |  | BRIEFS                                       |            |            |        |       |   |                        |                                |
|--------|---|--|--|------------|------------|--------|-------|---|------------------------|--------------------------------|
| DOCKET | DATE  | LOCATION   | AIRCRAFT DATA                                | INJU       | R I E<br>F | s<br>s | 5 M/N | PURPOSE   | PILOT DAT              | Α                              |
|        | 10/16/67 AVUCA<br>TIME - 1042                   | A, PA  | BEECH G35                                    | CR-<br>PX- | 0          | 0      | 1     | NONCOMMERCIAL   | PRIVATE,<br>HOURS, 800 | AGE 48, 1498 TOTAL<br>In Type. |
|        | TYPE OF ACCIDEN<br>GEAR RETRACT                 |  | DAMAGE -SUDSTANTIA                           | L          |            |        |       | F OPERATION<br>ING ROLL                               |                        |                                |
|        | LANDING GEAR                                    | R — NORMAL RI<br>R — NOSEWHEE<br>JS ÁČŤS∳CONDIT  | IONS - MATERIAL FAI                          |            | LY         |        |       |   |                        |                                |
| 3-3680 | 10/16/67 SANTA<br>TIME - 1600                   | A PAULA,CALIF  | CESSNA 140<br>N-81074<br>Damage -Substantia  | PX-        |            |        |       | NONCOMMERCIAL<br>Pleasure                             | PRIVATE,<br>Hours, 60  | AGE 48, 250 TOTAL<br>In Type.  |
|        |   | NT<br>R LOOP-SWERVE<br>TH AUTOMOBILE   |  | L          |            |        | LAND  | FOPERATION<br>Ing Roll<br>Ing Roll                    |                        |                                |
|        | WEATHER -<br>WEATHER -                          | MMAND - FAIL<br>UNFAVORABLE W<br>SUDDEN WINDSH<br>JS ACTS,CONDIT<br>NG - NO BRIEFI<br>ST - UNKNOWN | IONS - DOWNWIND<br>NG RECEIVED               | UND        |            |        |       |   |                        |                                |
| 3-3681 | 10/16/67 WINNE<br>TIME - 2040                   |  | PIPER PA-32<br>N-3821W<br>DAMAGE -SUBSTANTIA | P X        | 0<br>0     | C      |       | NONCOMMERCIAL<br>Pleasure                             | PRIVATE,<br>Hours, 40  | AGE 37, 63 TOTAL<br>In Type.   |
|        | TYPE OF ACCIDEN<br>HARD LANDING<br>GEAR COLLAPS | G  | DAMAGE - SUBSTANTIA                          | L          |            |        | LAND  | F OPERATION<br>ING LEVEL OFF/TOU<br>ING LEVEL OFF/TOU |                        |                                |
|        | FACTOR  | MMAND - IMPR   | DPER LEVEL OFF<br>IONS - OVERLOAD FAI        | LURE       |            |        |       |   |                        |                                |
| 3-3682 | 10/17/67 FT.LA<br>TIME - 1000                   | AUDERDALE,FLA  | N-105FA                                      | PX-        |            |        | ) 1   | NONCOMMERCIAL<br>BUSINESS                             | PRIVATE,<br>Hours, All | AGE 23, 260 TOTAL<br>In type.  |
|        | TYPE OF ACCIDEN<br>GEAR RETRACT                 |  | DAMAGE -SUBSTANTIA                           | L          |            |        |       | OPERATION   |                        |                                |
|        | PROBABLE CAUSE<br>PILOT IN COM                  |  | VERTENTLY RETRACTED G                        | EAR        |            |        |       |   |                        |                                |
|        |   |  | PAGE   | 1254       |            |        |       |   |                        |                                |

INJURIES FLIGHT DOCKET DATE LOCATION AIRCRAFT DATA PILOT DATA PURPOSE F S M/N ----\_\_\_\_\_\_ 3-3683 10/17/67 BATUN ROUGE, LA CESSNA 150 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 31, 15 TOTAL TIME - 0900 N-6569F PX- 0 0 0 TRAINING HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE TAKEOFF RUN NUSE OVER/DOWN TAKEOFF ABORTED PROBABLE CAUSE PILUT IN CUMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS REMARKS- LEFT QUARTERING HEAD WIND 30 DEGREES 10 KNOTS, GUSTING TO 18 KNOTS. 3-3684 10/17/67 GALLUP+N MEX CESSNA 172 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 40, 24 TOTAL TIME - 0915 N-8014L PX- 0 0 0 SOLO HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR CULLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILUT IN CUMMAND - IMPROPER LEVEL OFF FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-3685 10/17/67 MONTAGUE, MICH BEECH K35 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 30, 541 TOTAL TIME - 1500 N-106V PX- 0 0 0 BUSINESS HOURS, 265 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR 3-3686 10/17/67 WAUKON, IOWA CESSNA 170 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 44, 100 TOTAL TIME - 1530 N-1243D PX- 0 0 0 TRAINING HOURS, 50 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOUP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO WEATHER FORECAST - UNKNOWN FIRE AFTER IMPACT REMARKS- RT XWIND 65 DEG 27K GUSTING.PLT PUT FIRE OUT WITH DIRT.

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS

| OCKET | DATE LUC   | ATION  | AIRCRAFT                              | DATA  | INJURI                      | ES<br>F | S M/N                    | F<br>1   | FLIGHT<br>PURPOSE                           | PILOT DATA   |
|-------|--|--|---------------------------------------|---|-----------------------------|---------|--------------------------|----------|---|--|
|       | 10/17/67 LAUREL,MD<br>TIME - 1645  | P<br>N   |                                       | 8   | CR-<br>PX-                  |         |                          |          | NCOMMERCIAL<br>PRACTICE                     | PRIVATE, AGE 27, 75 TOTAL<br>Hours, 4 in type.       |
|       | TYPE OF ACCIDENT<br>OVERSHOOT<br>STALL   | U  | AMAGE -DE                             | 3180120   |                             | PH.     | LAND                     | ING      | ERATION<br>Final Approach<br>Go—Around      |  |
|       | PROBABLE CAUSE<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR<br>MISCELLANEOUS ACT  | - FAILED T<br>- MISUSED                                      | D OBTAIN/<br>DR FAILED                | MAINTAIN<br>TO USE F                            | FLYING                      | SPI     | EED                      |          |   |  |
| -3688 | 10/20/67 GÜLETA,CAL<br>TIME - 1320   | N  | EBUBLIC R<br>-6728K<br>AMAGE -SU      |   | PX-                         | 0 (     | ) <u>1</u><br>) <u>2</u> | NON      | NCOMMERCIAL<br>BUSINESS                     | COMMERCIAL, AGE 45, 4417<br>Total Hours, 12 In Type. |
|       | TYPE OF ACCIDENT<br>ENGINE FAILURE OR<br>GEAR COLLAPSED  | MALFUNCTION  |                                       |   |                             |         | INFL                     | IGHT     | ERATION<br>NORMAL CRUISE<br>LEVEL OFF/TOUCH | IDOWN  |
|       | PROBABLE CAUSE<br>POWERPLANT - ENGL<br>MISCELLANEOUS ACT<br>MISCELLANEOUS ACT<br>FACTOR<br>MISCELLANEOUS ACT<br>EMERGENCY CIRCUMSTAN<br>REMARKS- MIXTURE CON | S,CONDITIONS<br>S,CONDITIONS<br>S,CONDITIONS<br>CES - FORCED | - FATI<br>- FUEL<br>- OVER<br>LANDING | GUE FRACT<br>STARVATI<br>LOAD FAIL<br>OFF AIRPO | URE<br>ION<br>URE<br>DRT ON | LAN     | )                        |          |   |  |
| -3689 | 10/20/67 MESA,COLO<br>TIME - 0700  |  | ESSNA 182<br>-3402U<br>AMAGE -SU      |   |                             | 0 (     | ) <u>1</u><br>) <u>3</u> | NO/<br>F | NCOMMERCIAL<br>PLEASURE                     | PRIVATE, AGE 44, 663 TOTAL<br>Hours, 150 in type.    |
|       | TYPE OF ACCIDENT<br>ENGINE FAILURE OR<br>GEAR COLLAPSED  | MALFUNCTION  |                                       |   |                             |         |                          | GHT      | ERATION<br>NORMAL CRUISE<br>ROLL            |  |
|       | PROBABLE CAUSE<br>PILOT IN COMMAND<br>MISCELLANEOUS ACT<br>FACTOR<br>TERRAIN - ROUGH,<br>MISCELLANEOUS ACT   | S,CONDITIONS<br>S,CONDITIONS<br>/UNEVEN                      | - IMPRI<br>- ICE-                     | DPER OPER<br>CARBURETC                          | R./FAIL<br>R                |         |                          |          |   | EQUIP.   |

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|        |  |  | AIRCRAFT DATA   |            |        |          |        |   |   |
|--------|--|--|---|------------|--------|----------|--------|---|---|
| 3-3690 | 10/20/67<br>TIME - 18                                | KENNESAW, GA<br>15   | GLOBE GC-18<br>N-90310<br>DAMAGE -SUBSTANTIAL               | CR-<br>PX- | 0      | 0        | 1      | NONCOMMERCIAL<br>Pleasure                               | COMMERCIAL, AGE 24, 285 TOTAL<br>HOURS, 8 IN TYPE.      |
|        | TYPE OF AC<br>UNDERSH<br>STALL                       | GUT  |   |            | ٢      | па:<br>I | AND    | F OPERATION<br>ING FINAL APPROACH<br>ING FINAL APPROACH |   |
|        | PILOT I<br>FACTOR                                    | N COMMAND - MISJU<br>N COMMAND - LACK I  | DGED SPEED<br>DF FAMILIARITY WITH A<br>ELEVATOR AND ELEVATO | _          |        | INTE     | ROL S  | SYSTEM  |   |
|        | MISCELL  | ANEOUS ACTS, CONDITIO  |   |            |        |          |        |   |   |
| 3-3691 | 10/20/67<br>TIME - 16                                | FALLON,NEV<br>00   | CHAMPION 7GCA<br>N-5138T<br>DAMAGE -SUBSTANTIAL             | CR-<br>PX- | 0<br>0 | 0<br>0   | 1<br>0 | INSTRUCTIONAL<br>TRAINING                               | STUDENT, AGE 36, 100 TOTAL<br>Hours, 7 in type.         |
|        |  | CIDENT<br>WATER LOOP-SWERVE<br>LLAPSED   |   |            | Ρ      | HAS<br>L | SE OF  | F OPERATION<br>Ing Roll<br>Ing Roll                     |   |
|        | FACTOR   | N COMMAND - IMPRO  | PER OPERATION OF BRAK<br>DNS - OVERLOAD FAIL                | -          | D/0    | RF       | LIG    | HT CONTROLS   |   |
| 3-3692 | 10/20/67<br>TIME - 17                                | REED,OKLA<br>Jo  | PIPER PA-25<br>N-76552<br>DAMAGE -SUBSTANTIAL               | CR-<br>PX- | 0<br>0 | 0        | 1<br>0 | COMMERCIAL<br>AERIAL APPLIC                             | COMMERCIAL, AGE 49, 10000<br>Total Hours, 2000 in Type. |
|        | TYPE OF AC<br>Engine<br>Gear Co                      | CIDENT<br>FAILURE OR MALFUNCT  |   |            |        | ]        | NFL    | F OPERATION<br>IGHT EN ROUTE TO R<br>ING ROLL           | ELOADING AREA   |
|        | MISCELL<br>FACTOR<br>TERRAIN<br>MISCELL<br>EMERGENCY | N COMMAND - INADE<br>ANEOUS ACTS,CONDITIO<br>- HIGH VEGETATION<br>ANEDUS ACTS,CONDITIO | DNS - OVERLOAD FAIL<br>CED LANDING OFF AIRPO                |            |        |          | 'OR F  | PLANNING  |   |

| DOCKET | DATE   | LOCATION   | AIRCRAFT DATA  |            |        |        | M/N    | FLIGHT<br>PURPOSE                              | PILOT DATA  |
|--------|--|--|--|------------|--------|--------|--------|--|---|
| 3-3693 | 10/20/67 DEL<br>TIME - 1800                        | RIO,TEX  | BEECH 35<br>N-5109C<br>DAMAGE -SUBSTANTIAL   | PX-        | 0<br>0 | 0      | 1<br>0 | NONCOMMERCIAL<br>PLEASURE                      | COMMERCIAL, AGE 49, 6200<br>Total Hours, 500 in Type. |
|        | TYPE OF ACCID<br>GEAR RETRA                        |  |  |            | Ρ      |        |        | OPERATION<br>NG ROLL                           |   |
|        | PROBABLE CAUS<br>PILOT IN C                        |  | VERTENTLY RETRACTED GE   | AR         |        |        |        |  |   |
| 3-3694 | 10/20/67 WIN<br>TIME - 1405                        | CHESTER,VA   | BEECH 23<br>N-2395J<br>DAMAGE -SUBSTANTIAI   | PX-        |        |        |        | NONCOMMERCIAL<br>Pleasure                      | PRIVATE, AGE 29, 65 TOTAN<br>HOURS, 3 IN TYPE.        |
|        | TYPE OF ACCID<br>OVERSHOOT<br>GROUND-WAT           | ENT<br>Er Luop-Swerve                              |  |            | Ρ      | L      | ANDI   | OPERATION<br>NG LEVEL OFF/TOUC<br>NG GO-AROUND | HDOWN   |
|        | PILOT IN C   | DMMAND - MISJ<br>DMMAND - FAIL                     | UDGED DISTANCE AND SPE<br>ED TO MAINTAIN DIRECT<br>OF FAMILIARITY WITH A                         | ONAL       |        | TRO    | L      |  |   |
| 3-3695 | 10/20/67 HAM<br>TIME - 1210                        | PTON,NH  | PIPER PA-28<br>N-7361w<br>Damage -substantial  | PX-        |        |        | 1<br>1 | NONCOMMERCIAL<br>Pleasure                      | PRIVATE, AGE 42, 94 TOTA<br>Hours, 9 in type.         |
|        | GROUND-WAT   | ER LUOP→SWERVE                                     |  |            | Ρ      | L      | ANDI   | OPERATION<br>NG ROLL<br>NG ROLL                |   |
|        | FACTOR<br>WEATHER -<br>MISCELLANE<br>WEATHER BRIEF | UNFAVORABLE W                                      | IONS - OVERLOAD FAIL<br>NG RECEIVED  |            | 1D/0   | RF     | LIGH   | T CONTROLS                                     |   |
| 3-3696 | 10/21/67 TOM<br>TIME - 1200                        | S RIVER,NJ   | CESSNA 150<br>N-2901S<br>DAMAGE -SUBSTANTIAL   | CR-<br>PX- | 0<br>0 | 0<br>0 | 1<br>1 | NONCOMMERCIAL<br>Pleasure                      | PRIVATE, AGE 38, 80 TOTAI<br>Hours, all in type.      |
|        | TYPE OF ACCID<br>Engine fai<br>Collided W          | LURE OR MALFUNC                                    | TION   |            | Ρ      | I      | NFLI   | OPERATION<br>GHT NORMAL CRUISE<br>NG ROLL      |   |
|        | PROBABLE CAUS                                      |  |  |            |        |        |        |  |   |
|        | PILOT IN CU<br>Powerplant<br>Mišcellane            | DMMAND — SPON<br>— ENGINE INDIC<br>DUS ÄCTS⊋CONDIT | TANEOUS-IMPROPER ACTIO<br>ATING EQUIPMENT - TA<br>IONS - MATERIAL FAIL<br>CTED UNSUITABLE TERRAJ | CHOME      | TER    |        |        |  |   |

BRIEFS OF ACCIDENTS INJURIES DOCKET DATE LOCATION AIRCRAFT DATA FLIGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ \_\_\_\_ \_ \_ \_ 3-3697 10/21/67 OLANCHA,CALIF CESSNA 206 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 28, 81 TOTAL HOURS, 10 IN TYPE. TIME - 1115 N-2557X PX-003 PLEASURE DAMAGE -SUBSTANTIAL TYPE UF 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 3-3698 10/25/67 SWEENY, TEX CR- 0 0 1 BOEING E-75 COMMERCIAL COMMERCIAL, AGE 29, 4070 TIME - 0655 N-5364N PX- 0 0 0 AERIAL APPLIC TOTAL HOURS, 4000 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED TAKEOFF RUN PRUBABLE CAUSE LANDING GEAR - WHEELS, TIRES, AXLES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- AXLE KNUCKLE PN 75-2609 FAILED. 3-3699 10/25/67 SOCORRO,N MEX CESSNA 182H CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 38, 43 TOTAL TIME - 1715 N-8492S PX- 0 0 0 TRAINING HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR CULLAPSED LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-3700 10/25/67 DALLAS, TEX CESSNA 210G CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 25, 626 TOTAL TIME - 2129 N-5850F PX- 0 0 0 PLEASURE HOURS, 9 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN WHEELS-UP LANDING 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   |          |              |             |        |        |      |                                  |   |
|-------|--|--|--|----------|--------------|-------------|--------|--------|------|----------------------------------|---|
|       |  |  | AIRCRAFT DATA  |          |              | F           | S      | M/N    |      | PURPOSE                          | PILOT DATA  |
|       |  |  | GLOBE GC-1B<br>N-3777K<br>DAMAGE -SUBSTANTIA                       | C<br>F   | R-<br>X-     |             |        |        |      |                                  | PRIVATE, AGE 40, 609 TOTAL<br>HOURS, 345 IN TYPE.             |
|       | TYPE OF ACCI<br>Engine fa<br>Gear Coll | ILURE OR MALFUNCT                                      |  |          |              |             | 1      | NEL    | IGHT | ERATION<br>NORMAL CRUISE<br>ROLL |   |
|       | MISCELLAN<br>FACTOR                    | T - ENGINE STRUCT                                      | URE – VALVE ASSEMB<br>DNS – MATERIAL FAI<br>ER                     | LIE      | ES<br>RE     |             |        |        |      |                                  |   |
|       | MISCELLAN<br>EMERGENCY CI              | EOUS ACTS,CONDITI<br>RCUMSTANCES - FOR                 | ONS — OVERLOAD FAI<br>CED LANDING ON AIRPO<br>VE FAILED.PLT LANDED | RT       | SEAF         |             |        |        |      |                                  |   |
| -3702 | 10/25/67 RI<br>TIME - 1215             | VERTON,WYO   | PIPER PA-18<br>N-4152Z<br>DAMAGE -SUBSTANTIA                       |          |              | 0<br>0      | 0<br>0 | 2<br>0 | IN   | STRUCTIONAL<br>DUAL              | COMMERCIAL,FL.INSTR., AGE 22,<br>309 TOTAL HOURS, 11 IN TYPE. |
|       | TYPE OF ACCI<br>STALL MU               |  |  |          |              |             |        |        |      | ERATION<br>INITIAL CLIMB         |   |
|       | PROBABLE CAU<br>PILOT IN<br>PILUT IN   | SE<br>COMMAND - FAILE<br>COMMAND - INADE               | D TO OBTAIN/MAINTAIN<br>QUATE SUPERVISION OF                       | FL<br>FL | YING<br>IGHT | GS<br>T     | PEE    | D      |      |                                  |   |
| -3703 | 10/26/67 SA<br>TIME - 1540             | LEM,ILL  | PIPER PA-28<br>N-8474W<br>DAMAGE -SUBSTANTIA                       |          |              | 0<br>0      | 0<br>0 | 1<br>0 | Ю    | NCOMMERCIAL<br>BUSINESS          | PRIVATE, AGE 40, 153 TOTAL<br>HOURS, ALL IN TYPE.             |
|       | TYPE OF ACCI<br>Ground-Wa<br>Gear Coll | TER LOOP-SWERVE  |  |          |              | P           | ι      | AND    | I NG | ERATION<br>Roll<br>Roll          |   |
|       | PROBABLE CAU<br>PILOT IN<br>FACTOR     |  | PER OPERATION OF BRA   | KES      | AND          | <b>)/</b> 0 | R F    | LIG    | IT C | ONTROLS                          |   |
|       |  | EOUS ACTS,CONDITI                                      | DNS - OVERLOAD FAI   | LUF      | E            |             |        |        |      |                                  |   |
| -3704 | 10/26/67 NE<br>TIME - 1515             | WTON,MISS  | CESSNA 120<br>N-1850N<br>DAMAGE -SUBSTANTIA                        |          |              | 0<br>0      | 0<br>0 | 2<br>0 | IN   | STRUCTIONAL<br>DUAL              | COMMERCIAL,FL.INSTR., AGE 36,<br>545 TOTAL HOURS, 40 IN TYPE. |
|       |  | DENT<br>Ilure or malfunct<br>WITH dirt bank            |  | -        |              | P           | L      | AND    | [ NG | ERATION<br>Go-Around<br>Roll     |   |
|       | MISCELLAN                              | ENT - IMPROPER<br>EOUS ACTS,CONDITI<br>COMMAND - INADE | DPERATION OF POWERPL<br>DNS - ENGINE LOADE<br>QUATE SUPERVISION OF | Dι       | P            |             | ERP    | LAN    | r co | NTROLS                           |   |
|       |  | RCUMSTANCES - FOR<br>SEAT BELT FAILED                  | CED LANDING OFF AIRPO<br>BUCKLE CAM WORN.                          | OR T     | ON           | LA          | ND     |        |      |                                  |   |

|        |  |   | BRIEF  | S OF                    | ACCID         | ENI | rs  |      |                                    |   |
|--------|--|---|--|-------------------------|---------------|-----|-----|------|------------------------------------|---|
| DOCKET | DATE   | LOCATION  | AIRCRAFT DATA  |                         | IJUR I E      |     |     |      |                                    | PILOT GATA  |
| 3-3705 | 10/26/67 AG<br>TIME - 0940                             |   | CESSNA 150<br>N-5829E<br>DAMAGE -SUBSTANT  | F                       |               |     |     |      | NSTRUCTIONAL<br>TRAINING           | STUDENT, AGE 34, 38 TOTAL<br>Hours, all in type.      |
|        | TYPE OF ACCI<br>OVERSHOUT<br>COLLIDED                  |   |  |                         |               |     | LAN | DING | PERATION<br>LEVEL OFF/TOUC<br>ROLL | HDGWN   |
|        |  | COMMAND - MISJL   | DGED DISTANCE AND<br>D TO INITIATE GO-A  |                         |               |     |     |      |                                    |   |
|        |  | UNDITIONS - SOF<br>ONDITIONS - WET  |  |                         |               |     |     |      |                                    |   |
| 3-3706 | 10/26/67 LI<br>TIME - 1645                             |   | HELIO ACFT H-391<br>N-4135D<br>DAMAGE -SUBSTANT                                    | P                       |               |     |     |      | ONCOMMERCIAL<br>BUSINESS           | COMMERCIAL, AGE 43, 3126<br>Total Hours, 245 in type. |
|        | TYPE OF ACCI<br>COLLIDED                               | DENT<br>WITH OBJECT   |  |                         |               |     |     |      | PERATION<br>ROLL                   |   |
|        | FACTOR<br>MISCELLAÑ<br>MISCELLAN                       | COMMAND — MISJU<br>Edus acts,conditi<br>Edus acts,conditi                                       |  |                         |               |     |     |      | BEAM.                              |   |
| 3-3707 | 5/6/67 PH<br>TIME - 1010                               | ÜENIX, ARIZ   | CESSNA 182<br>N-2684F<br>DAMAGE -SUBSTANT  |                         | R- 0<br>X- 0  | 0   | 1   | N    | DNCOMMERCIAL<br>Pleasure           | PRIVATE, AGE 34, 174 TOTAL<br>Hours, 19 in type.      |
|        |  | DENT<br>TER LOOP-SWERVE<br>ILURE OR MALFUNCT  |  |                         |               |     | LAN | DING | PERATION<br>ROLL<br>GO-AROUND      |   |
|        | PILOT IN (<br>PILOT IN'(<br>MISCELLAN)<br>EMERGENCY CI | COMMAND - IMPRO<br>COMMAND - MISMA<br>COMMAND - FAILE<br>EQUS ACTS;CONDITI<br>RCUMSTANCES - FOR | NAGEMENT OF FUEL S<br>D TO FOLLOW APPROV<br>UNS - FUEL STARV<br>CED LANDING OFF AI | ED PR<br>ATION<br>RPORT | OCEDU<br>ON L | AND | )   |      |                                    | TKS.3 GALS LT TK 10 RT.                               |

|        |                                      |                                       | BRIEFS   | OF A        | CID        | ENTS          | ;      |   |  |
|--------|--------------------------------------|---------------------------------------|--|-------------|------------|---------------|--------|---|--|
| DÜCKET | DATE                                 | LOCATION                              | AIRCRAFT DATA  |             |            |               |        |   | PILOT DATA                                       |
| -3708  | 5/24/67 N<br>TIME - 130              | R.TAYLOR,MO                           | CESSNA 150<br>N-6519F<br>DAMAGE -SUBSTANTIA          | CR-<br>PX-  | - 0        | 0<br>0        | 1<br>0 | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 43, 43 TOTAL<br>Hours, All in Type. |
|        | TYPE OF ACC<br>COLLIDED              | IDENT<br>WITH WIRES/POLES             |  | -           |            |               |        | OPERATION<br>To takeoff                             |  |
|        |                                      | COMMAND - FAILED                      | TO SEE AND AVOID O<br>AUTIONARY LANDING O<br>ON FUEL |             |            |               | STRU   | CTIONS  |  |
|        | REMARKS- PL                          | T LANDED IN FARM FI                   |  |             |            |               |        |   |  |
| -3709  | 6/3/67 N<br>TIME - 093               | R.VANDALIA,MO<br>D                    | CESSNA 172<br>N-1491Y<br>DAMAGE -SUBSTANTIA          | CR-<br>PX-  | - 0<br>- 0 | <b>0</b><br>0 | 1<br>1 | NONCOMMERCIAL<br>Pleasure                           | PRIVATE, AGE 28, 69 TOTAL<br>Hours, 46 in type.  |
|        | TYPE OF ACC<br>OVERSHOO<br>COLLIDED  |                                       |  | -           |            | L             | ANDI   | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL           | CHDOWN   |
|        |                                      |                                       | GED DISTANCE AND SP<br>EEDS ON FARM.                 | EED         |            |               |        |   |  |
| -3710  | 6/8/67 PI<br>TIME - 090              | DRTGE D SIOUX,MO<br>D                 | CESSNA 150G<br>N-2635J<br>DAMAGE -SUBSTANTIA         | CR-<br>PX-  | - 0<br>- 0 | 0<br>0        | 1<br>0 | INSTRUCTIONAL<br>SOLO                               | STUDENT, AGE 24, 8 TOTAL<br>Hours, all in type.  |
|        | TYPE OF ACC<br>Hard Lan<br>Gear Coli | DING                                  |  | -           | I          | L             | ANDI   | OPERATION<br>NG LEVEL OFF/TOUC<br>NG LEVEL OFF/TOUC |  |
|        | PILOT IN                             | COMMAND - IMPROP                      | ER LEVEL OFF<br>ER RECOVERY FROM BO                  | UNCE        |            | NDIN          | iG     |   |  |
|        |                                      | NEOUS ACTS,CONDITID<br>RST SOLO LNDG. | NS - OVERLOAD FAI                                    | LURE        |            |               |        |   |  |
| -3711  | 6/10/67 Lu<br>TIME - 100             | DCKW000,M0<br>D                       | PIPER PA-28<br>N-7577W<br>DAMAGE -SUBSTANTIA         |             | - 0<br>- 0 | 0<br>0        | 1<br>2 | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE, AGE 36, 300 TOTA<br>Hours, all in type. |
|        | TYPE OF ACC<br>COLLIDED              | IDENT<br>WITH AUTOMOBILE              |  | L           | I          |               |        | OPERATION<br>FF ABORTED                             |  |
|        | PILOT IN<br>FACTOR                   | COMMAND - DELAYE<br>COMMAND - SELECT  | D ACTION IN ABORTIN<br>ED UNSUITABLE TERRA           | G TAI<br>IN | KEOFI      | F             |        |   |  |
|        |                                      | - ROUGH/UNEVEN<br>TEMPTED T/O FROM HA | Y FIELD OF INSUFFIC                                  | IENT        | LEN        | GTH           |        |   |  |

|       |   |  | BRIEFS (   |   |             |                |                |  |   |
|-------|---|--|--|---|-------------|----------------|----------------|--|---|
| OCKET | DATE  | LOCATION   | AIRCRAFT DATA  | INJURI                                  | ES<br>F     | s              | M/N            | FLIGHT<br>PURPOSE  | PILOT DATA  |
| -3712 | 6/16/67 ET<br>TIME - 1430<br>TYPE OF ACCI   | TER,TEX<br>Dent<br>Ilure or Malfunc  | N-6978D<br>DAMAGE -SUBSTANTIAL   | CR-<br>PX-                              | 0<br>0<br>P | 0<br>0<br>HA S | 1<br>0<br>E OF | COMMERCIAL   | COMMERCIAL, AGE 40, 4095<br>TOTAL HOURS, 1845 IN TYPE.<br>NAROUND |
|       | PROBABLE CAU<br>PILOT IN<br>MISCELLAN<br>FACTOR<br>POWERPLAN<br>MISCELLAN<br>EMERGENCY CI | SE<br>COMMAND – MISM<br>EDUS ACTS,CONDIT<br>IT – POWERPLANT-II<br>IEOUS ACTS,CONDIT<br>RCUMSTANCES – FOI | ANAGEMENT OF FUEL SYST<br>IONS – FUEL STARVATT<br>NSTRUMENTS – FUEL QU<br>IONS – OVERLOAD FAIL<br>RCED LANDING OFF AIRPO | TEM<br>ION<br>JANTITY<br>JURE<br>DRT ON | 'G<br>LA    | AU(            | E              |  | K IN HALF FULL POSITION.  |
| -3713 |   |  | SMITH PSA-1<br>N-14H<br>Damage -substantiai  | -                                       |             |                |                | NONCOMMERCIAL<br>PLEASURE<br>OPERATION                       | PRIVATE, AGE 41, 615 TOTAL<br>Hours, 4 in type.                   |
|       | PROBABLE CAU<br>PILOT IN<br>Factor<br>Airport C   | COMMAND - FAIL   | ED TO SEE AND AVOID OF<br>SH VEGETATION<br>MARKER ON PVT STRIP.  | BJECTS                                  |             |                |                | FF RUN<br>CTIONS   |   |
| -3714 | TYPE OF ACCI  | DENT<br>TER LOOP-SWERVE  | PIPER PA-24<br>N-8141P<br>DAMAGE -SUBSTANTIAL  | -                                       | P           | HAS            | E OF           | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>NG ROLL<br>NG ROLL | PRIVATE, AGE 39, 150 TOTAL<br>HOURS, 50 IN TYPE,                  |
|       | FACTOR<br>PILOT IN<br>MISCELLAN   | COMMAND - MISJ<br>COMMAND - MISU<br>EDUS ACTS,CONDIT   | JDGED SPEED<br>SED OR FAILED TO USE F<br>LONS - OVERLOAD FAIL<br>OOP,AT EXCESSIVE SPEE                                   | URE                                     | .ED         | TO             | RAIS           | SE FLAPS FOR BETTE   | R BRAKING ACTION .  |

BRIEFS OF ACCIDENTS

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| CKET | UATE                                      | LUCATION   | AIRCRAFT DATA                                    |            |     |   |       | FLIGHT                                    | PILOT DATA   |
|------|---|--|--|------------|-----|---|-------|---|--|
|      |   |  |  |            | F   | S | M/N   | PURPOSE                                   |  |
| 3715 | 9/6/67 NK.<br>TIME - 1755                 |  |  | РХ-        |     |   |       | NONCOMMERCIAL<br>PLEASURE                 | PRIVATE, AGE 36, 200 TOTAL<br>Hours, 2 in type.                      |
|      | GOLLIO W في TYPE OF ACCIO<br>COLLIOBO W   | ENT<br>1TH FENCE,FENCE                             |  |            | P   |   |       | OPERATION<br>F ABORTED                    |  |
|      | PILUI IN C                                | OMMAND - SELEC                                     | CTED UNSUITABLE TERKA)<br>YED ACTIUN IN ABORTIN( |            | OFF |   |       |   |  |
| 3716 | 6/27/67 GA1<br>T1ME - 0800                | NSVILLE,MU   | CESSNA 175<br>N-7459m<br>Damage -substantial     | CR-<br>PX- |     |   |       | NONCOMMERCIAL<br>Pleasure                 | PRIVATE, AGE 33, 960 TOTAL<br>HOURS, 940 IN TYPE.                    |
|      | TYPE OF ALCID<br>UVERSHOOT<br>CULLIDED W  | ENT<br>ITH DITCHES                                 |  |            | Ρ   | L | ANDIN | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL | HDOWN  |
|      | PRUBABLE CAUS<br>PILOT IN C<br>FACTOR     |  | JDGED DISTANCE AND SPE                           | ED         |     |   |       |   |  |
|      | AIRPORT CO                                | NDITIONS - WE                                      | F RUNWAY   |            |     |   |       |   |  |
| 3717 | 6/28/07 ALL<br>TIME - 1530                | IANCE, NEBR  | PIPER PA-18<br>N-1277A<br>DAMAGE -SUBSTANTIAL    | РХ-        |     |   |       | INSTRUCTIONAL<br>DUAL                     | COMMERCIAL,FL.INSTR., AGE 63,<br>15325 TOTAL HOURS, 3112 IN<br>TYPE. |
|      | TYPE OF ACCID<br>NUSE OVER/               |  |  |            | Ρ   |   |       | OPERATION<br>NG ROLL                      |  |
|      | MISCELLANE<br>MAINTENANC                  | AR - BRAKING<br>OUS ACTS,CONDIT<br>E,SERVICING,INS |  |            |     |   |       |   |  |
| 3718 | 7/13/67 НОв<br>ТІМЕ — 1345                | ERG,CALIF  | MUUNEY M22CA<br>N-81202<br>Namace substantia     | CR-<br>PX- |     |   |       | NONCOMMERCIAL<br>Pleasure                 | PRIVATE, AGE 46, 332 TOTAL<br>Hours, 89 in type.                     |
|      | TYPE OF ACCIU<br>Hard Landi<br>Gear Culla | NG   | DAMAGE -SUBSTANTIAL                              |            | Ρ   | L | ANDIN | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL | НООМИ  |
|      | PROBABLE CAUS<br>PILOT IN C               | E<br>OMMAND - IMPRO                                | DPER LEVEL OFF                                   |            |     |   |       |   |  |

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------DUCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ 3-3719 7/27/67 RENU-NEV CESSNG 150 CR- 0 0 1 INSTRUCTIONAL STUDENT . AGE 23. 43 TOTAL HOURS, 34 IN TYPE. TIME - 0600 N-6742F PX- 0 0 0 TRAINING DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCUDENT GROUND-WATER LOUP-SWERVE TAKEOFF RUN NOSE OVER/DOWN TAKEOFF ABORTED PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL 3-3720 7/29/67 TOPEKA+KANS CESSNA U206 CR = 0 0 1PRIVATE. AGE 33. 269 TOTAL NONCOMMERCIAL TIME - 0900 N-2130F PX- 0 0 0 HOURS. 26 IN TYPE. PLEASURE DAMAGE -SUBSTANTIAL TYPE DE ACCIDENT PHASE OF OPERATION GROUND-WATER LOUP-SWERVE LANDING ROLL COLLIDED WITH FENCE, FENCEPOSTS LANDING GO-AROUND PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN CUMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR AIRPURT CONDITIONS - WET RUNWAY 3-3721 8/7/67 COLUSA,CALIF BEECH J35 CR- 0 0 1 PRIVATE, AGE 11, 600 TOTAL NONCOMMERCIAL TIME - 0830 N-8337D PX- 0 0 2 HOURS, 47 IN TYPE. BUSINESS DAMAGE -SUBSTANTIAL TYPE DE ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING CULLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND 3-3722 8/8/67 AUBURN, CALIE CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 40, 167 TOTAL TIME - 0810 N-4361L PX- 0 0 4 PLEASURE HOURS, 3 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOUT LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PRUBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

| BRIEFS OF ACCIDENTS |  |  |  |                 |   |                   |  |                     |   |  |
|---------------------|--|--|--|-----------------|---|-------------------|--|---------------------|---|--|
|                     | DATE   | LUCATION   | AIRCRAFT DATA  | INJUR           | ES<br>F   | 5 M/N             | FLI<br>PUR                                       | GHT<br>POSE         | PILOT DATA  |  |
| 3-3723              | 8/14/67 EU<br>TIME - 1430                    | JORA , ARK   | GRUMMAN G-164<br>N-651Y<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-      | 0   |                   | COMME<br>AER                                     | RCIAL<br>IAL APPLIC | COMMERCIAL, AGE 46, 1389<br>Total Hours, All In Type.           |  |
|                     | TYPE OF ACCI<br>ENGINE FA<br>GEAR COLL       |  | PHASE OF OPERATION<br>TAKEOFF INITIAL CLIMB<br>LANDING LEVEL OFF/TOUCHDOWN                   |                 |   |                   |  |                     |   |  |
|                     | FACTOR<br>MISCELLAN<br>EMERGENCY CI          | T – ENGINE STRUC<br>EUUS ACTS⊋CONDIT<br>RCUMSTANCES – FO                                   | FURE – VALVÉ ASSEME<br>IGNS – OVERLÜAD FAI<br>RCED LANDING OFF AIRP<br>VLINDERS NUMBER 1,2 A | LURE<br>PORT ON |   |                   | ROPERLY  | CLOSING.            |   |  |
| 3-3724              | 8/22/67 ALE<br>TIME - 1500                   | XANDRIA,MINN   | PIPER PA-24<br>N-6847P<br>Damage -Substantia   | CR-<br>PX-      | 0   | ) 1<br>) 2        | NONCO<br>Ple                                     | MMERCIAL<br>ASURE   | COMMERCIAL,FL.INSTR., AGE 42,<br>7000 TOTAL HOURS, 300 IN TYPE. |  |
|                     | TYPE OF ACCI<br>WHEELS-UP                    | DENT   |  |                 | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN |                   |  |                     |   |  |
|                     | LANDING G                                    | COMMAND - FAIL<br>Ear - Normal R   | ED TO ASSURE THE GEAR<br>ETRACTION/EXTENSION A<br>LONS - CIRCUIT BREA                        | SSEMBLY         |   | AND L             | OCKED  |                     |   |  |
| -3725               | 8/22/67 NR<br>TIME - 1040                    | CR-<br>PX-   | 0  | ) 1<br>) 1      | NONCO<br>Ple                                      | MMERCIAL<br>ASURE | PRIVATE, AGE 44, 186 TOTAL<br>HOURS, 74 IN TYPE. |                     |   |  |
|                     | TYPE OF ACCI<br>GEAR CULL                    |  |  |                 | PHASE OF OPERATION<br>LANDING ROLL                |                   |  |                     |   |  |
|                     | PILUT IN<br>FACTOR<br>TERRAIN -<br>MISCELLAN | CUMMAND - CONT<br>COMMAND - SELEC<br>ROUGH/UNEVEN<br>EOUS ACTS,CONDIT:<br>CUMSTANCES - PRE | INUED VFR FLIGHT INTO<br>TED UNSUITABLE TERRA<br>IONS – UVERLOAD FAI<br>CAUTIONARY LANDING O | LURE            |   | ATHE              | R CONDI  | TIONS               |   |  |
|                     | REMARKS- LOW                                 |  | VERSE/UNFAVORABLE WEA<br>DIATE AREA OF ACCIDEN   |                 |   |                   |  |                     |   |  |
| 3-3726              | 8/23/67 DE<br>TIME - 1919                    | S MÜ1NE <b>S,IO</b> WA   | PIPER PA-24<br>N-6001P<br>Damage -substantia   | CR-<br>PX-      | 0 (   | ) 1               | NONCO  | MMERCIAL<br>ASURE   | PRIVATE, AGE 26, 264 TOTAL<br>Hours, 145 in Type.               |  |
|                     | TYPE OF ACCI<br>WHEELS-UP                    |  |  |                 | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN |                   |  |                     |   |  |
|                     | FACTOR                                       | COMMAND - FAILE  | ED TO EXTEND LANDING<br>IONS - CHECKLIST-FA  |                 | USI   | E                 |  |                     |   |  |

BRIEFS OF ACCIDENTS PILOT DATA DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT F S M/N PURPOSE CR- U U U PX- 0 0 2 COMMERCIAL, AGE 21, 423 TOTAL 3-3727 8/24/67 NR.BEMIDJ1,MINN PIPER PA-14 CR- 0 0 1 NONCOMMERCIAL HOURS, 120 IN TYPE. TIME - 0925 N-5158H BUSINESS DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED TAKEOFF INITIAL CLIMB PRUBABLE CAUSE PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING REMARKS- FLUAT EQUIPPED.WING TIP/FLOAT STRUCK LAKE IN LOW, LEFT CLIMBING TURN. 3-3728 8/25/67 NR.COZAD,NEBR PIPER PA-25 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 27, 1982 PX- 0 0 0 AERIAL APPLIC TIME - 1330 N-6914Z TOTAL HOURS, 1040 IN TYPE. DAMAGE -SUBSTANTIAL TYPE UF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB GROUND-WATER LUOP-SWERVE LANDING ROLL PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INTENTIONAL GROUND-LOOP, TO AVOID TREES. CR- 0 0 1 NONCOMMERCIAL 3-3729 8/27/67 NR.CLOQUET,MINN PIPER PA-12 STUDENT, AGE 48, 62 TOTAL TIME - 1700 N-2453M PX- 0 0 0 PLEASURE HOURS, ALL IN TYPE. DAMAGE -DESTROYED TYPE UF ACCIDENT PHASE OF OPERATION STALL INFLIGHT BUZZING PROBABLE CAUSE PILOT IN COMMAND - FAILED TO UBTAIN/MAINTAIN FLYING SPEED FACTOR MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING 3-3730 8/30/67 NR.HENDERSON, NEBR CALLAIR A-9 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 22, 3500 TIME - 0930 N-3613G PX- 0 0 0 AERIAL APPLIC TOTAL HOURS, 50 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH CROP INFLIGHT SWATH RUN LANDING OTHER NOSE OVER/DOWN PROBABLE CAUSE PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT

REMARKS- PLT DISTRACTED BY BUG IN HIS EAR.

| DÜCKET | DATE   | LOCATION  | AIRCRAFT DATA   | INJURIE  | s  |        | 51 IOUT                          |   |      |  |  |
|--------|--|---|---|--|--|--------|----------------------------------|---|------|--|--|
| 3-3731 | 8/31/67 NR A   |   |   |  |  |        |                                  | PILOT DATA                                      |      |  |  |
|        | TIME - 1330  | DEL,IOWA  | CESSNA 172<br>N-6408B<br>DAMAGE -SUBSTANTIA                       | CR 0<br>PX- 0                                      | 0<br>0   | 1<br>3 | NONCOMMERCIAL<br>PLEASURE        | PRIVATE, AGE 26, 124 T<br>HOURS, 29 IN TYPE.    | OTAL |  |  |
|        | TIFE OF ACCT   | ILURE OR MALFUNCT   |   | -  | PHASE OF OPERATION<br>INFLIGHT NORMAL CRUISE<br>LANDING ROLL |        |                                  |   |      |  |  |
|        | PILUT IN   | T - MISCELLANEDUS<br>CUMMAND - SELECI                       | - POWERPLANT FAIL<br>FED UNSUITABLE TERRA<br>EED LANDING ÜFF AIRP | IN   |  | ETERMI | INED REASONS                     |   |      |  |  |
| -3732  |  |   | STITS SA3B<br>N-1079Z<br>DAMAGE -SUBSTANTIA                       | CR- 0<br>PX- 0                                     | 0<br>0   | 1<br>0 | MISCELLANEOUS<br>TEST            | PRIVATE, AGE 29, 232 T<br>HOURS, 27 IN TYPE.    | OTAL |  |  |
|        | TYPE OF ACCI<br>GROUND-WA<br>NOSE OVER   | DENT<br>TER LOOP-SWERVE                                     |   | PHASE OF OPERATION<br>LANDING ROLL<br>LANDING ROLL |  |        |                                  |   |      |  |  |
|        | MISCELLAN<br>FACTOR<br>MISCELLAN   | EAR - NUSEWHEEL<br>EOUS ACTS,CONDITIC<br>EOUS ACTS,CONDITIC | DNS - FATIGUE FRAC  |  | BRI  | DKEN I | VELDS ON BRACE TUB               | IES FROM E.HOUNT TO GEAR.                       |      |  |  |
| 3-3733 | 9/2/67 CR<br>TIME - 1030   | ANE LAKE,MINN   | TAYLORCRAFTBC12-D<br>N-5290M<br>DAMAGE -SUBSTANTIA                | CR- 0<br>PX- 0                                     | -0<br>0  | 1<br>1 | NONCOMMERCIAL<br>Pleasure        | PRIVATE, AGE 70, 832 T<br>HOURS, ALL IN TYPE.   | OTAL |  |  |
|        | TYPE OF ACCI<br>COLLISION  | DENT<br>WITH GROUND/WATEF                                   | CUNTROLLED  | -  | PHA:   | SE OF  | OPERATION<br>F INITIAL CLIMB     |   |      |  |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS<br>PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS<br>FACTOR |   |   |  |  |        |                                  |   |      |  |  |
|        | MISCELLAN  | EDUS ACTS,CONDITIO<br>D 15 K.GUSTS TO 20                    | BNS - AIRCRAFT CAM<br>D.FLOAT EQUIPPED.                           | E TO RES   | 11 1   | N WATE | ĒR                               |   |      |  |  |
| -3734  | 9/2/67 NR<br>TIME - 1500   | .HAIGLER,NEBR   | CHAMPION 7GCB<br>N-5192T<br>DAMAGE -DESTROYED                     | CR- 0<br>PX- 0                                     | 0<br>0   | 1<br>1 | NONCOMMERCIAL<br>WILD LIFE SURVE | PRIVATE, AGE 28, 180 T<br>Y HOURS, 110 IN TYPE. | OTAL |  |  |
|        | TYPE OF ACCI<br>STALL  | DENT  |   |  |  | SE OF  |                                  |   |      |  |  |
|        |  | COMMAND - DIVERT  | ED ATTENTION FROM OPERAT<br>D TO OBTAIN/MAINTAIN                  |  |  |        |                                  |   |      |  |  |

|        |  |   | DRICF3   |   |  |        |  |   |   |  |  |  |
|--------|--|---|--|---|--|--------|--|---|---|--|--|--|
| DOCKET |  |   | AIRCRAFT DATA  |   | _  |        |  |   |   |  |  |  |
| 3-3735 | 9/2/67 G<br>TIME - 162   | JUDLAND, KANS   | PIPER PA-22<br>N-2705P<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-                                | 0<br>0   | 0<br>0 | 1<br>3   | NONCOMMERCIAL<br>PLEASURE                               | PRIVATE, AGE 34, 140 TOTAL<br>HOURS, 133 IN TYPE.               |  |  |  |
|        | UNDERSHU   | L'ULAT  |  | -   |  | 1      | LAND   | F OPERATION<br>Ing Final Approach<br>Ing Final Approach |   |  |  |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE<br>FACTOR                           |   |  |   |  |        |  |   |   |  |  |  |
|        |  | NEOUS ÁCTS,CONDITIC<br>Flew 6 Hrs Day Of  | NS - PILOT FATIGU<br>ACCIDENT.   | IE  |  |        |  |   |   |  |  |  |
| 3-3736 | 9/2/07 N<br>TIME - 081   | R.FAIRFAX,MINN<br>5   | PIPER PA-25<br>N-6985Z<br>DAMAGE -DESTROYED  | С К –<br>Р Х –                            | 0<br>0   | 0<br>0 | 1<br>0   | COMMERCIAL<br>AERIAL APPLIC                             | COMMERCIAL,FL.INSTR., AGE 42,<br>1600 TOTAL HOURS, 150 IN TYPE. |  |  |  |
|        | TYPE OF ACC.<br>STALL M  | LDENT<br>JSH  | DANAGE DESTRUTED   |   |  |        | HASE OF OPERATION<br>INFLIGHT PROCEDURE TURNAROUND |   |   |  |  |  |
|        | PROBABLE CAU<br>PILOT IN<br>FIRE AFTER   | CUMMAND - FAILED  | TO OBTAIN/MAINTAIN   | I FLYIN                                   | IG S   | SPE    | ED   |   |   |  |  |  |
| 3-3737 | 9/3/67 W<br>TIME - 0900  | ICHITA,KANS<br>)  | BEECH 65<br>N-154F<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-                                | 0<br>0   | 0<br>0 | 1<br>3   | NONCOMMERCIAL<br>PLEASURE                               | PRIVATE, AGE 41, 450 TOTAL<br>HOURS, ALL IN TYPE.<br>/S         |  |  |  |
|        | TYPE OF ACC<br>FIRE OR N   | IDENT<br>EXPLOSION ON GROUN   | D  |   | F  | PHA    | HASE OF OPERATION<br>STATIC STARTING ENGINE/S      |   |   |  |  |  |
|        | POWERPLAN  | NEOUS ACTS.CONDITIC   | NS - FIRE IN ENGI<br>LINES AND FITTING<br>BETWEEN FIREWALL AN  | S   | NG   | 80     | X WA:  | S FOUND DISCONNECTE                                     | D   |  |  |  |
| 3-3738 | 9/5/67 NI<br>TIME - 0800   | R.MCCOOL JUNCT,NEBR   | PIPER PA-25<br>N-6450Z<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-                                | 0<br>0   | 0<br>0 | 1<br>0   | COMMERCIAL<br>AERIAL APPLIC                             | COMMERCIAL, AGE 22, 3510<br>Total Hours, 600 in type.           |  |  |  |
|        | TYPE OF ACC<br>Engine F<br>Hard Land   | IDENT<br>AILURE OR MALFUNCTI<br>DING  | ON   | -   | PX- 0 0 0 AERIAL APPLIC TOTAL HOURS, 600 IN TYPE.<br>L<br>Phase of operation<br>Inflight en route to treat crop<br>Landing level off/Touchdown |        |  |   |   |  |  |  |
|        | PROBABLE CAU<br>PILOT IN<br>MISCELLAN<br>WEATHER<br>MISCELLAN<br>PILOT-FA<br>WEATHER BRIN<br>WEATHER FOR | JSE<br>COMMAND – IMPROP<br>HEOUS ACTS,CONDITIO<br>HEOUS ACTS,CONDITIO<br>CONDITIONS COND<br>HEOUS ACTS,CONDITIO<br>LED TO JETTISON LO<br>FING – NO BRIEFING<br>CAST – UNKNOWN | ER OPERATION OF POM<br>NS - IMPROPER OPE<br>NS - ICE-CARBURET<br>UCIVE TO CARB./INDU<br>NS - IMPROPER EME<br>AO. | ERPLAN<br>R./FAI<br>OR<br>CTION<br>RGENCY | IT &<br>Lei<br>Sys<br>Pf   | STER   | DWERI<br>D USI<br>M IC.                            | PLANT CONTROLS<br>E CARB.HEAT/DEICING<br>ING            | EQUIP.  |  |  |  |

BRIEFS OF ACCIDENTS

| DOCKET | DATE  | LOCATION   |  |            | F S        | M/N    | FLIGHT<br>PURPOSE                                   | PILOT DATA  |  |  |  |
|--------|---|--|--|------------|------------|--------|---|---|--|--|--|
| 3-3739 | 9/9/67 P/<br>TIME - 2200  |  | STINSON 108-3<br>N-625C<br>DAMAGE -SUBSTANTIA                  | CR-<br>PX- | 0 0        |        | NONCOMMERCIAL<br>Pleasure                           | PRIVATE, AGE 37, 824 TOTAL<br>Hours, 10 in type.  |  |  |  |
|        |   | IDENT<br>ATER LOOP-SWERVE<br>WITH DITCHES                          |  | -          |            | TAKED  | OPERATION<br>DFF RUN<br>DFF RUN                     |   |  |  |  |
|        | PILOT IN  | COMMAND - FAILE  | D TO MAINTAIN DIRECT<br>ISED POOR JUDGMENT<br>UNLIGHTED FIELD. | IONAL      | CONTR      | OL     |   |   |  |  |  |
| 3-3740 | 9/10/67 N<br>TIME - 1800  |  | CESSNA 1 <b>7</b> 2<br>N-8165B<br>DAMAGE -SUBSTANTIA           | PX-        |            |        | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 51, 48 TOTAL<br>Hours, all in type.  |  |  |  |
|        | TYPE OF ACC<br>Gear Coli  |  |  | -          |            |        | OPERATION   |   |  |  |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN<br>AIRPORT CONDITIONS - SOFT RUNWAY<br>FACTOR<br>MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE<br>REMARKS- LANDED ON PVT AIRSTRIP. |  |  |            |            |        |   |   |  |  |  |
| 3-3741 | 9/11/67 AU<br>TIME - 1815   |  | BEECH 35<br>N-3758N<br>Damage -Substantia                      | PX-        | 000        |        | NONCOMMERCIAL<br>BUSINESS                           | PRIVATE, AGE 36, 800 TOTAL<br>Hours, 700 in type. |  |  |  |
|        | TYPE OF ACC<br>GEAR RET   |  |  | -          |            |        | OPERATION<br>NG ROLL                                |   |  |  |  |
|        | PROBABLE CAU<br>PILOT IN  |  | ERTENTLY RETRACTED G   | EAR        |            |        |   |   |  |  |  |
| 3-3742 | 9/12/67 FI<br>TIME - 1800   |  | BOEING A <b>7</b> 5N1<br>N-55590<br>Damage -Substantia         | РХ-        | 0 0<br>0 0 | 1<br>0 | COMMERCIAL<br>AERIAL APPLIC                         |   |  |  |  |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>Collided with Trees  |  |  |            |            | INFLI  | OPERATION<br>GHT NORMAL CRUISE<br>NG FINAL APPROACH |   |  |  |  |
|        | MISCELLAN   | JSE<br>Command — Inade<br>Ieous Acts,conditi<br>Ircumstànces — For |  |            |            |        |   |   |  |  |  |

|        |  |                                    | BRIEFS  | OF ACC     | IDE | NT: | s    |        |  |  |
|--------|--|------------------------------------|---|------------|-----|-----|------|--------|--|--|
| DOCKET | DATE                                   | LOCATION                           | AIRCRAFT DATA   | INJUR      |     |     | M/I  | N      | FL IGHT<br>PURPOSE                         | PILOT DATA   |
| -3743  | 9/12/67 HG<br>TIME - 1530              |                                    | CALLAIR A9<br>N-9669Z<br>DAMAGE -SUBSTANTIA                   | CR-<br>PX- |     |     |      |        | DAMERCIAL<br>AERIAL APPLIC                 | COMMERCIAL, AGE 35, 2300<br>Total Hours, All in Type.        |
|        | TYPE OF ACCI<br>Engine F/<br>Gear Coli | AILURE OR MALFUNCT                 | ION   |            | P   | 1   | INF  | IGH    | PERATION<br>F PROCEDURE TUR<br>ROLL        | NAROUND  |
|        |  | NT - REDUCTION GEA                 | R ASSEMBLY - GEARS<br>ONS - MATERIAL FAI                      |            | SOR | Y I | DRI  | VE     |  |  |
|        | EMERGENCY CI                           |                                    | ONS - OVERLOAD FAI<br>CED LANDING OFF AIRP<br>TD-1559 FAILED. |            | LA  | ND  |      |        |  |  |
| -3744  | 9/15/67 NF<br>TIME - 1700              | R.CORYDON,IOWA                     | CESSNA 172<br>N-6800A<br>Damage -substantia                   | CR-<br>PX- |     |     |      |        | ISTRUCTIONAL<br>TRAINING                   | STUDENT, AGE 34, 84 TOTAL<br>Hours, 56 in type.              |
|        | TYPE OF ACCI<br>Collided<br>Nose over  | WITH DITCHES                       |   | -          | P   | 1   | TAKI | EOFF   | PERATION<br>Aborted<br>Aborted             |  |
|        |  | COMMAND - DELAY<br>COMMAND - SELEC | ED ACTION IN ABORTIN<br>TED UNSUITABLE TERRA<br>D             |            | OFF |     |      |        |  |  |
| -3745  | 9/21/67 TG<br>TIME - 1100              |                                    | PIPER PA-12<br>N-7856H<br>Damage -substantia                  | CR-<br>PX- |     |     |      |        | INCOMMERCIAL<br>PLEASURE                   | PRIVATE, AGE 27, 280 TOTAL<br>Hours, 30 in type.             |
|        | TYPE OF ACCI<br>Collided               | DENT<br>WITH AUTOMOBILE            |   | -          | P   |     |      |        | ERATION<br>LEVEL OFF/TOUC                  | HDOWN  |
|        |  | EOUS-PERSONNEL -                   | DRIVER OF VEHICLE<br>CFT AS PILOT WAS ABOU                    | ит то      | тои | СНО | 081  | 4. TAI | LWHEEL CAUGHT C                            | AB OF TRUCK.   |
| -3746  | 9/22/67 VI<br>TIME - 0800              |                                    | AERONCA 11CC<br>N-4297E<br>DAMAGE -SUBSTANTIA                 | CR-<br>PX- |     |     |      |        | ISTRUCTIONAL<br>DUAL                       | COMMERCIAL,FL.INSTR., AGE 23,<br>676 Total Hours, 5 in type. |
|        | TYPE OF ACCI<br>Engine Fa<br>Gear Coll | ILURE OR MALFUNCT.                 |   | <b>_</b>   | P   | I   | NFL  | I GHT  | ERATION<br>NORMAL CRUISE<br>LEVEL OFF/TOUC |  |
| r      |  | ENT - IMPROPER<br>COMMAND - INADE  | LEVEL OFF<br>QUATE SUPERVISION OF<br>DNS - SIMULATED COP      |            |     |     |      |        |  |  |
|        | MISCELLAN                              | EDUS ACTS, CONDITIO                | DNS - OVERLOAD FAIL   | LURE       |     |     |      |        |  |  |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS DOCKET DATE AIRCRAFT DATA INJURIES FLIGHT PILOT DATA LOCATION F S M/N PURPOSE ----3-3747 9/24/67 SPENCER, IOWA BEECH P35 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 49, 600 TOTAL HOURS, 100 IN TYPE. PX- 0 0 3 PLEASURE TIME - 1400 N-8625M DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT LANDING LEVEL OFF/TOUCHDOWN WHEELS-UP LANDING PROBABLE CAUSE PILOT IN COMMAND -FAILED TO EXTEND LANDING GEAR FACTOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE PRIVATE, AGE 40, 663 TOTAL 3-3748 9/24/67 BAYTOWN, TEX BEECH E35 CR- 0 0 1 NONCOMMERCIAL BUSINESS HOURS, 350 IN TYPE. TIME ~ 1545 N-3225C PX- 0 0 0 DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT GEAR RETRACTED LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR 3-3749 9/24/67 AUBURN,ME PIPER PA-28 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL. INSTR., AGE 29, TIME - 1630 N-9514⊌ PX- 0 0 0 DUAL 329 TOTAL HOURS, 13 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-3750 9/24/67 LEXINGTON, OKLA CESSNA 150 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 40, 252 TOTAL TIME - 1030 N-7985E PX- 0 0 1 PLEASURE HOURS, 2 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB BRODARIE CAUSE

| PRUBABLE | LΑ | 025   |       |   |       |      |        |       |        |        |       |
|----------|----|-------|-------|---|-------|------|--------|-------|--------|--------|-------|
| PILOT    | IN | COMM  | AND - | F | AILED | τo   | OBTAI  | N/MA3 | INTAIN | FLYING | SPEED |
| PILOT    | IN | COMM  | AND - | F | AILED | тα   | ABORT  | TAKE  | 07F    |        |       |
| FACTOR   |    |       |       |   |       |      |        |       |        |        |       |
| AIRPOR   | ۲  | CONDI | TIONS | - | HIGH  | ٧E   | GETATI | ON    |        |        |       |
| AIRPOR   | RΤ | CONDI | TIONS | - | POORL | .Y ≯ | AINTA  | INED  | RUNWAY | SURFAC | E     |

|        |   |  | BRIEFS (   |                  |     |     | 5     |   |   |
|--------|---|--|--|------------------|-----|-----|-------|---|---|
| DOCKET | DATE  | LOCATION   | AIRCRAFT DATA  | INJUR            | IES | 5   | M/N   | FLIGHT<br>PURPOSE                                   | PILOT DATA  |
| 3-3751 | 9/30/67 CONVER<br>TIME - 1500                       | SE,TEX   | PIPER PA-15<br>N-4620H<br>DAMAGE -SUBSTANTIA                       | CR-<br>PX-       |     |     |       | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE, AGE 33, 308 TOTAL<br>Hours, 32 in type.              |
|        | TYPE OF ACCIDENT<br>Collided with                   |  |  | -                | P   |     |       | OPERATION<br>OTHER                                  |   |
|        |   |  | D ENGINE WITHOUT PRO<br>Amage Cessna N89504;                       |                  |     |     |       |   |   |
| 3-3752 | 10/6/67 WICHIT<br>TIME - 0425                       | A,KANS   | CESSNA 182<br>N-3354F<br>Damage -substantiai                       | PX-              |     |     |       | NONCOMMERCIAL<br>PRACTICE                           | CONMERCIAL,FL.INSTR., AGE 23,<br>1307 TOTAL HOURS, 6 IN TYPE. |
|        | TYPE OF ACCIDENT<br>Collision with                  | H GROUND/WATER                                   | CONTROLLED   |                  |     |     |       | OPERATION<br>GHT NORMAL CRUISE                      | E   |
|        |   | AND – IMPROP<br>DW CEILING<br>DG<br>– BRIEFED BY | UED VFR FLIGHT INTO<br>ER IN-FLIGHT DECISI(<br>FSP, IN PERSON      |                  |     |     |       | CONDITIONS  |   |
| 3-3753 | 10/7/67 NEWBER<br>Time — 1645                       | RY,CALIF   | PIPER PA-28<br>N-6134W<br>DAMAGE -SUBSTANTIA                       | PX-              |     |     |       | INSTRUCTIONAL<br>SOLO                               | STUDENT, AGE 26, 21 TOTAL<br>Hours, 10 in type.               |
|        | TYPE OF ACCIDENT<br>Hard Landing<br>Gear Collapse   |  | DANAGE -SUDSTANTIA   | -                | Ρ   | 1   | ANDI  | OPERATION<br>NG LEVEL OFF/TOUC<br>NG LEVEL OFF/TOUC |   |
|        | PROBABLE CAUSE<br>PILOT IN COMM.<br>FACTOR          | AND - IMPROP                                     | ER LEVEL OFF   |                  |     |     |       |   |   |
|        | EMERGENCY CIRCUM                                    | STANCES - PREC<br>SUSP                           | NS - OVERLOAD FAIL<br>AUTIONARY LANDING OF<br>ECTED OR KNOWN AIRCE | N AIRP<br>Raft D | AMA | ١GE |       |   |   |
|        | REMARKS- BROKE W                                    | HEEL ON FIRST                                    | TOUCHDOWN,WENT AROUN   | ID AND           | LO  | DST | OTHE  | R WHEEL ON PRECAUT                                  | IDNARY LANDING.   |
| 3-3754 | 10/13/67 FALFUR<br>TIME - 1430                      | RIAS, TEX  | BEECH C50<br>N-3708B<br>Damage -substantial                        | CR-<br>PX-       |     |     |       | NONCOMMERCIAL<br>BUSINESS                           | PRIVATE, AGE 41, 2106 TOTAL<br>Hdurs, 1500 in type.           |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH                   | AIRPORT HAZA                                     |  | -                | Ρ   |     |       | OPERATION<br>NG ROLL                                |   |
|        | PROBABLE CAÜSE<br>AIRPORT CONDI<br>REMARKS- LEFT GE |  | EN HAZARD<br>Top layer of sod on                                   | PRIVA            | TE  | RAN | iсн s | TRIP.   |   |

BRIEFS OF ACCIDENTS

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BRIEFS OF ACCIDENTS

| DOCKET | DATE   | LOCATION  | AIRCRAFT DATA  | IN                     | IJURI          | ES<br>F | s      | M/N    | FLIGHT<br>PURPOSE                         | PILOT DATA   |
|--------|--|---|--|------------------------|----------------|---------|--------|--------|---|--|
| 3-3755 | 10/14/67 SAN<br>TIME - 1330                      | JOSE,CALIF  | BEECH 35-B33<br>N-9570Y<br>DAMAGE -SUBSTANT                | C<br>P                 | R-<br>X-       | 0       | 0<br>0 | 1<br>1 | NONCOMMERCIAL<br>PLEASURE                 | COMMERCIAL, AGE 28, 397 TOTAL<br>Hours, 49 in type.            |
|        |  | DENT<br>Fer Loop-Swerve<br>Nith object  | DANAGE SOUSTAIN.   |                        |                |         | T      | AXI    | OPERATION<br>FROM LANDING<br>FROM LANDING |  |
|        | MISCELLANE<br>PILOT IÑ C                         | E<br>AR - WHEELS,TIR<br>OUS ACTS,CONDITIO<br>COMMAND - IMPROP<br>MAIN TIRE BLEW OUT | NS - MATERIAL F<br>ER OPERATION OF B                       | RAKES                  | AND            | )/0     | R F    | LIGH   | T. CONTROLS                               |  |
| 3-3756 | 3/7/67 POF<br>TIME - 1058                        | TAGE D-SIOX MO  | BEECH C-45<br>N-1820B<br>DAMAGE -SUBSTANT                  |                        | .R−<br>•X−     | 0<br>0  | 0<br>0 | 2<br>2 | INSTRUCTIONAL<br>DUAL                     | COMMERCIAL, AGE 49, 15000<br>Total Hours, 450 in type.         |
|        | TYPE OF ACCID<br>OVERSHOOT<br>COLLIDED           |   |  |                        |                |         | L      | AND    | OPERATION<br>Ng level off/tou<br>Ng roll  | CHDOWN   |
|        |  | E<br>NT - MISJUDGED<br>COMMAND - INADEQ   |  |                        | I GHT          | ſ       |        |        |   |  |
| 3-3757 | 3/12/67 LK<br>TIME - 1645                        | HVASU CTY,ARIZ  | BEECH S35<br>N-8982M<br>Damage -Substant                   |                        | R-<br>X-       | 0<br>0  | 0<br>0 | 1<br>3 | NONCOMMERCIAL<br>Pleasure                 | PRIVATE, AGE 51, 2200 TOTAL<br>HOURS, 915 IN TYPE.             |
|        | TYPE OF ACCID<br>WHEELS-UP                       | DENT  |  |                        |                |         |        |        | OPERATION<br>NG LEVEL OFF/TOU             | CHDOWN   |
|        | LANDING GE<br>MISCELLAÑE<br>MISCELLANE           | AR — NORMAL RET<br>AR — Emergency/<br>OUS ACTS,CONDITIO<br>OUS ACTS,CONDITIO        | EXTENSION ASSEMBL'<br>NS - MATERIAL F/<br>NS - PREVIOUS D/ | Y<br>A I LUR<br>A MAGE | E              |         | TIN    | G GE   | AR OPERATION.BREA                         | K SHOWED PREVIOUS DAMAGE.                                      |
| 3-3758 | 9/6/67 NR.<br>TIME - 1715                        | GILMORE CITY,IOWA   | FAIRCHILD M-62<br>N-11342<br>DAMAGE -SUBSTANT              | C<br>P                 | (R-<br>(X-     | 0<br>0  | 0<br>0 | 1<br>0 | COMMERCIAL<br>AERIAL APPLIC               | COMMERCIAL,FL.INSTR., AGE 47,<br>5000 TOTAL HOURS, 50 IN TYPE. |
|        | TYPE OF ACCID<br>Collided &<br>Gear Colla        | ITH DIRT BANK   | DANAGE - SUBSTANT  |                        |                | Ρ       | т      | AKEC   | OPERATION<br>WFF RUN<br>DFF RUN           |  |
|        | MISCELLANE<br>FACTUR<br>PILOT IN C<br>MISCELLANE | COMMAND — FAILED<br>COUS ACTS,CONDITIO<br>COMMAND — LACK O<br>COUS ACTS,CONDITIO    | NS — IMPROPERLY<br>F FAMILIARITY WITH<br>NS — OVERLOAD FA  | LOAD<br>H AIR<br>AILUR | DED A<br>RCRAF | IR<br>T | CRA    | FT-W   | IEIGHT-AND/OR C.G.                        | RWY LENGTH-WIND CALM-  |

|        |   |   | BRIEFS  | JF ACC]     |            | 2<br>2              |  |   |
|--------|---|---|---|-------------|------------|---------------------|--|---|
| DOCKET | DATE LOCA   | TION AIR  | CRAFT DATA  |             |            | M/N                 | FLIGHT<br>PURPOSE  | PILOT DATA  |
| 3-3759 | 9/11/67 NR.CLINTON,<br>TIME - 1030<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR<br>OVERSHOOT  | N-373<br>DAMAG  | A 172<br>BL<br>E -SUBSTANTIA  | CR-<br>PX-  | 0 0<br>PHA | 1<br>SE OF<br>INFLI | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>GHT NORMAL CRUISE<br>NG LEVEL OFF/TOUC |   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND -<br>PILOT IN COMMAND -<br>MISCELLANEOUS ACTS<br>PILOT IN COMMAND -<br>FACTOR<br>MISCELLANEOUS ACTS<br>EMERGENCY CIRCUMSTANC<br>REMARKS- STRUCK TREE | BECAME LOST/<br>CONDITIONS -<br>MISJUDGED DI<br>CONDITIONS -<br>ES - FORCED LAN | DISORIENTED<br>FUEL EXHAUST<br>STANCE AND SPI<br>Downwind<br>Ding on Airpoi | I ON<br>EED | N AND      | /OR P               | LANNING  |   |
| 3-3760 | 9/15/67 TRINITY CTR<br>TIME - 1445<br>Type of Accident<br>Gear Retracted  | N-797   | H35<br>1D<br>E -SUBSTANTIAI   | CR-<br>PX-  | 0 0<br>рна | 3<br>Se of          | NONCOMMERCIAL<br>PLEASURE<br>Operation<br>Ng Roll                                | COMMERCIAL, AGE 35, 2900<br>Total Hours, 700 in Type. |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND -  | INADVERTENTL  | Y RETRACTED GI  | EAR         |            |                     |  |   |
| -3761  | 9/21/67 NAPA,CALIF<br>TIME - 1213   | N-698   |   | CR-<br>PX-  |            |                     | NONCOMMERCIAL<br>Pleasure  | PRIVATE, AGE 48, 141 TOTAL<br>Hours, 51 in type.      |
|        | TYPE OF ACCIDENT<br>Collided With Run<br>Gear Collapsed   |   |   |             |            | LANDI               | OPERATION<br>NG ROLL<br>NG ROLL  |   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND -<br>MISCELLANEOUS ACTS<br>FACTOR<br>MISCELLANEOUS ACTS<br>REMARKS- LANDED ON RT   | ,CONDITIONS -<br>,CONDITIONS -  | POORLY PLANNI   | ED APPR     |            |                     | CTIONS   |   |
| -3762  | 10/14/67 TRUCKEE,CAL<br>TIME - 0615   | N-122   |   | CR-<br>PX-  |            |                     | NONCOMMERCIAL<br>BUSINESS  | PRIVATE, AGE 37, 206 TOTAL<br>Hours, 74 in type.      |
|        | TYPE OF ACCIDENT<br>STALL MUSH  |   |   | -           |            |                     | OPERATION<br>FF INITIAL CLIMB  |   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND -<br>PILOT IN COMMAND -<br>FACTUR<br>WEATHER - ICING<br>MISCELLANEOUS ACTS<br>MEATHER BRIEFING - NO<br>REMARKS- PLT TOOK OFF                         | FAILED TO OB<br>CONDITIONS-INCL<br>CONDITIONS -<br>BRIEFING RECEI               | TAINÝMAINTAIN<br>JDES SLEET,FRE<br>AIRFRAME ICE<br>VED                      | FLYING      | SPE        | ED                  | LANNING  |   |

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| OCKET | DATE   | LOCATION  | AIRCRAFT DATA  | INJUR  |                            |                           |   | FL IGHT<br>PURPOSE  | PILOT DATA  |
|-------|--|---|--|--|----------------------------|---------------------------|---|---|---|
| -3763 | 10/15/67 RI<br>TIME - 1119   |   | CESSNA 206<br>N-3841G<br>DAMAGE -SUBSTANTIA  |  | 0<br>0                     | 0<br>0                    | 1<br>2  | NONCOMMERCIAL<br>BUSINESS   | PRIVATE, AGE 41, 4000 TOTAL<br>Hours, 31 in type.                                       |
|       | TYPE OF ACCI<br>Gear Coli  |   | DANAGE SUBSTRATIO  | -  |                            |                           |   | OPERATION<br>G ROLL   |   |
|       | MISCELLAN<br>FACTOR  | EAR - WHEELS,T  | IONS - PREVIOUS DAM  |  |                            |                           |   |   |   |
|       |  | NEOUS ACTS,CONDIT<br>SE WHEEL TIRE FLAT   | IONS - OVERLOAD FAI<br>F PRIOR TO LNDG.  | LURE   |                            |                           |   |   |   |
| -3764 | 10/15/67 C/<br>TIME - 0750   |   | CESSNA 150<br>N-4574U<br>Damage -substantia  |  | 0<br>0                     | 0<br>0                    | 1<br>0  | INSTRUCTIONAL<br>Solo   | STUDENT, AGE 26° 41 TOTAL<br>Hours, All in Type.  |
|       | TYPE OF ACC<br>Engine F/<br>Nose over  | ILURE OR MALFUNCT   |  |  |                            | T                         | AKEOF   | OPERATION<br>F Initial Climb<br>G Roll  |   |
|       | PROBABLE CAU   | ISE   |  |  |                            |                           |   |   |   |
|       | MISCELLAN<br>MISCELLAN   | EDUS ACTS, CONDITI  | DPER OPERATION OF POW<br>LONS - IMPROPER OPE<br>LONS - ICE-CARBURET<br>RCED LANDING OFF AIRP   | R./FAI<br>OR   | LED                        | то                        |   |   | G EQUIP.  |
| -3765 | MISCELLAN<br>MISCELLAN<br>EMERGENCY CI   | IEDUS_ACTS,CONDITI<br>IEDUS ACTS,CONDITI<br>RCUMSTANCES - FOF<br>ADEWATER,TEX   | IONS – IMPROPER OPE<br>IONS – ICE-CARBURET<br>RCED LANDING OFF AIRP<br>CESSNA 182<br>N-85365   | R./FAI<br>OR<br>ORT ON<br>CR-<br>PX-                           | LED                        | TO<br>ND                  | USE   | CARB.HEAT/DEICIN  | G EQUIP.<br>PRIVATE, AGE 27, 259 TOTAL<br>Hours, 41 in Type.                            |
| -3765 | MISCELLAN<br>MISCELLAN<br>EMERGENCY CI<br>10/15/67 GL<br>TIME - 1900<br>TYPE OF ACCI<br>OVERSHOOT  | IEOUS ACTS,CONDIT<br>IEOUS ACTS,CONDIT<br>IRCUMSTANCES - FOR<br>ADEWATER,TEX  | IONS - IMPROPER OPE<br>IONS - ICE-CARBURET<br>RCED LANDING OFF AIRP  | R./FAI<br>OR<br>ORT ON<br>CR-<br>PX-<br>L                      | LED<br>LAI<br>O<br>O<br>Pi |                           | USE<br>1<br>1<br>E OF<br>ANDIN                            | CARB.HEAT/DEICIN  | PRIVATE, AGE 27, 259 TOTAL<br>Hours, 41 in Type.  |
| -3765 | MISCELLAM<br>MISCELLAM<br>EMERGENCY CJ<br>10/15/67 GL<br>TIME - 1900<br>TYPE OF ACCJ<br>OVERSHOOT<br>COLLIDED<br>PROBABLE CAL<br>PILOT IN  | IEOUS ACTS,CONDIT<br>IEOUS ACTS,CONDIT<br>IECUMSTANCES - FOR<br>ADEWATER,TEX<br>DENT<br>WITH FENCE,FENCE  | IONS – IMPROPER OPE<br>IONS – ICE-CARBURET<br>RCED LANDING OFF AIRP<br>CESSNA 182<br>N-8536S<br>DAMAGE -SUBSTANTIA   | R./FAI<br>OR<br>ORT ON<br>CR-<br>PX-<br>L                      | LED<br>LAI<br>O<br>O<br>Pi |                           | USE<br>1<br>1<br>E OF<br>ANDIN                            | CARB.HEAT/DEICIN<br>Noncommercial<br>Pleasure<br>Operation<br>G Level Off/Tour          | PRIVATE, AGE 27, 259 TOTAL<br>Hours, 41 in Type.  |
|       | MISCELLAN<br>MISCELLAN<br>EMERGENCY CI<br>10/15/67 GL<br>TIME - 1900<br>TYPE OF ACCI<br>OVERSHOOT<br>COLLIDED<br>PROBABLE CAL<br>PILOT IN<br>REMARKS- AIF                                | IEOUS ACTS,CONDITI<br>IEOUS ACTS,CONDITI<br>IRCUMSTANCES - FOR<br>ADEWATER,TEX<br>DENT<br>WITH FENCE,FENCE<br>ISE<br>COMMAND - MISJU<br>IPORT UNLIGHTED.  | IONS - IMPROPER OPE<br>IONS - ICE-CARBURET<br>RCED LANDING OFF AIRP<br>CESSNA 182<br>N-85365<br>DAMAGE -SUBSTANTIA<br>EPOSTS<br>JDGED DISTANCE AND SP<br>CESSNA 150<br>N-7942F | R./FAI<br>OR<br>ORT ON<br>CR-<br>PX-<br>L<br>EED<br>CR-<br>PX- | LED<br>LAI<br>O<br>O<br>Pi | TO<br>ND<br>0<br>HAS<br>L | USE<br>1<br>E OF<br>ANDIN<br>ANDIN                        | CARB.HEAT/DEICIN<br>Noncommercial<br>Pleasure<br>Operation<br>G Level Off/Tour          | PRIVATE, AGE 27, 259 TOTAL<br>Hours, 41 in Type.  |
|       | MISCELLAM<br>MISCELLAM<br>EMERGENCY CJ<br>10/15/67 GI<br>TIME - 1900<br>TYPE OF ACCI<br>OVERSHOOD<br>COLLIDED<br>PROBABLE CAL<br>PILOT IN<br>REMARKS - AIF<br>10/17/67 W/<br>TIME - 1320 | LEOUS ACTS, CONDIT<br>LEOUS ACTS, C | IONS - IMPROPER OPE<br>IONS - ICE-CARBURET<br>RCED LANDING OFF AIRP<br>CESSNA 182<br>N-85365<br>DAMAGE -SUBSTANTIA<br>EPOSTS<br>JDGED DISTANCE AND SP<br>CESSNA 150            | R./FAI<br>OR<br>ORT ON<br>CR-<br>PX-<br>L<br>EED<br>CR-<br>PX- | LED<br>LAI<br>O<br>O<br>Pi | TO<br>ND<br>HASLL         | USE<br>1<br>1<br>E OF<br>ANDIN<br>1<br>0<br>E OF<br>ANDIN | CARB.HEAT/DEICIN<br>NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>G LEVEL OFF/TOU<br>G ROLL | PRIVATE, AGE 27, 259 TOTAL<br>HOURS, 41 IN TYPE.<br>CHDOWN<br>STUDENT, AGE 23, 12 TOTAL |

|        | DATE   | LOCATION   | AIRCRAFT DATA  | INJUR                                    | IES<br>FS                                      | M/N  | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|--|--|--|--|--|--|---|---|
| 3-3767 | 10/16/67 SUNTER<br>TIME - 1545   |  | PIPER PA-24<br>N-5043P<br>DAMAGE -SUBSTANT≩  | PX-                                      | 0 0  | 0  | NONCOMMERCIAL<br>Pleasure   | PRIVATE, AGE 28, 227 TOTAL<br>Hours, 93 in type.              |
|        | TYPE OF ACCIDENT<br>WHEELS-UP LAN  |  |  |  |  |  | OPERATION<br>NG LEVEL OFF/TOUC  | HDOWN   |
|        | PILOT IN COMM<br>MISCELLANEOUS<br>ELECTRICAL SY<br>MISCELLANEOUS   | AND - ATTEMP<br>ACTS,CONDITIO<br>STEM - GENER<br>ACTS,CONDITIO   | TO ASSURE THE GEA<br>TED OPERATION W/KN<br>NS - IMPROPER EM<br>ATORS/ALTERNATORS<br>NS - MATERIAL FA<br>KET BROKEN CAUSING | OWN DEFI<br>ERGENCY<br>ILURE             | PROCE  | IES<br>DURE  | IN EQUIPMENT<br>S   | R INOPERATIVE.  |
| 3-3768 | 10/17/67 LONGMC<br>TIME - 1330   | DNT,COLO   | BEECH 895<br>N-3051<br>Damage -substanti   | PX-                                      | 0 0<br>0 0                                     |  | INSTRUCTIONAL<br>DUAL   | COMMERCIAL,FL.INSTR., AGE 22,<br>1009 TOTAL HOURS, 5 IN TYPE. |
|        | TYPE OF ACCIDENT<br>Engine Failur<br>Collided With   | E OR MALFUNCTI   |  |  | T  | AKEO   | OPERATION<br>FF INITIAL CLINB<br>FF INITIAL CLIMB   |   |
| 3-3769 | MISCELLANEOUS  | AND - FAILED<br>ACTS,CONDITIO<br>H AND GO FROM   | TO OBTAIN/MAINTAI<br>TO FOLLOW APPROVE<br>NS - SIMULATED C<br>SINGLE ENGINE LAND<br>CESSNA 150                             | D PROCED<br>ONDITION<br>ING,INST         | URES,<br>NS                                    | DIRE<br>R FA   |   | E CONTROL ON.<br>Private, Age 50, 85 total                    |
|        | TIME - 1600  |  | N-3954U<br>DAMAGE -SUBSTANTI   |  | 0 0  | -  | PLEASURE  | HOURS, 12 IN TYPE.  |
|        |  |  |  |  | ΡΗΔς   | E OF   | OPERATION   |   |
|        | TYPE OF ACCIDENT<br>Ground-Water<br>Collided With  | LOOP-SWERVE  |  |  | L  | ANDI   | NG ROLL<br>NG ROLL  |   |
|        | GROUND-WATER<br>COLLIDED WITH<br>PROBABLE CAUSE<br>PILOT IN COMM<br>WEATHER - U<br>WEATHER BRIEFING<br>WEATHER FORECAST  | LOOP-SWERVE<br>DIRT BANK<br>AND - EXERCI<br>NFAVORABLE WIN<br>- BRIEFED BY<br>- UNKNOWN  |  | TING TO                                  | L  | AND II<br>AND II   |   |   |
| 3-3770 | GROUND-WATER<br>COLLIDED WITH<br>PROBABLE CAUSE<br>PILOT IN COMM<br>WEATHER - U<br>WEATHER BRIEFING<br>WEATHER FORECAST  | LOOP-SWERVE<br>DIRT BANK<br>AND - EXERCI<br>NFAVORABLE WIN<br>- DRIEFED BY<br>- UNKNOWN<br>OSSWIND 110 DE  | D CONDITIONS<br>=SP, BY RADIO<br>GREES 20 KNOTS,GUS<br>CESSNA 180<br>N-2700X   | CR-<br>PX-                               | L  | ANDII<br>ANDII<br>OTS.   |   | PRIVATE, AGE 31, 1250 TOTAL<br>Hours, 1159 in Type.           |
| 3-3770 | GROUND-WATER<br>COLLIDED WITH<br>PROBABLE CAUSE<br>PILOT IN COMM<br>WEATHER - U<br>WEATHER BRIEFING<br>MEATHER FORECAST<br>REMARKS- LEFT CR<br>10/17/67 MORGAN<br>TIME - 1230<br>TYPE OF ACCIDENT  | LOOP-SWERVE<br>DIRT BANK<br>AND - EXERCI<br>INFAVORABLE WINN<br>- BRIEFED BY<br>- UNKNOWN<br>OSSWIND 110 DE<br>CITY+LA<br>E OR MALFUNCTIO  | CONDITIONS<br>FSP, BY RADIO<br>GREES 20 KNOTS,GUS<br>CESSNA 180<br>N-2700X<br>DAMAGE -SUBSTANTI                            | CR-<br>PX-                               | 27 KN<br>0 0<br>0 0<br>PHAS<br>L               | ANDII<br>ANDII<br>OTS.<br>1<br>0<br>E OF<br>ANDII                | NG ROLL<br>NONCOMMERCIAL  | HOURS, 1159 IN TYPE.<br>N-Circling                            |
| 3-3770 | GROUND-WATER<br>COLLIDED WITH<br>PROBABLE CAUSE<br>PILOT IN COMM<br>WEATHER & BRIEFING<br>WEATHER & BRIEFING<br>WEATHER FORECAST<br>REMARKS- LEFT CR<br>10/17/67 MORGAN<br>TIME - 1230<br>TYPE OF ACCIDENT<br>ENGINE FAILUR<br>COLLIDED WITH<br>PROBABLE CAUSE<br>PILOT IN COMM<br>MISCELLANEOUS | LOOP-SWERVE<br>DIRT BANK<br>AND - EXERCI<br>NFAVORABLE WIN<br>- BRIEFED BY<br>- UNKNOWN<br>OSSWIND 110 DE<br>CITY,LA<br>E OR MALFUNCTION<br>TREES<br>AND - IMPROPI<br>ACTS,CONDITION<br>ACTS,CONDITION | CONDITIONS<br>FSP, BY RADIO<br>GREES 20 KNOTS,GUS<br>CESSNA 180<br>N-2700X<br>DAMAGE -SUBSTANTI                            | CR-<br>PX-<br>AL<br>∉ERPLANT<br>ER./FAIL | 27 KN<br>0 0<br>0 0<br>PHAS<br>L<br>L<br>ED TO | ANDII<br>ANDII<br>OTS.<br>E OF<br>ANDII<br>ANDII<br>WERPH<br>USE | NG ROLL<br>NONCOMMERCIAL<br>BUSINESS<br>OPERATION<br>NG TRAFFIC PATTER<br>NG TRAFFIC PATTER<br>LANT CONTROLS<br>CARB.HEAT/DEICING | HOURS, 1159 IN TYPE.<br>N-Circling<br>N-Circling              |

DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE STUDENT, AGE 40, 113 TOTAL PIPER PA-22 3-3771 10/17/67 ROCK FALLS, ILL CR- 0 0 1 INSTRUCTIONAL TIME - 1540 N-3074Z PX- 0 0 0 TRAINING HOURS, 13 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 - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN REMARKS- LEFT QUARTERING HEAD WIND 45 DEGREES 12 KNOTS GUSTING TU 22 KNOTS. 3-3772 10/21/67 TULELAKE, CALIF MAULE M4-210 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 25, 2050 TIME - 1630 N-9843M PX-002 PLEASURE TOTAL HOURS, 5 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING ROLL GROUND-WATER LOOP-SWERVE GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR WEATHER - SUDDEN WINDSHIFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - UNKNOWN REMARKS- WIND VARIABLE 16K GUSTING TO 20K. PLT HAD 5 HRS IN CONVENTIONAL GEAR ACFT. 3-3773 10/21/37 BEAVER DAM, WIS PIPER PA-18 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 24, 240 TOTAL TIME - 1140 N-326T PX- 0 0 0 PRACTICE HOURS, 26 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS; CONDITIONS - ICE-CARBURETOR PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT CHOSE FLD OF INADEQUATE LENGTH AFTER PARTIAL LOSS OF POWER.

BRIEFS OF ACCIDENTS

| DOCKET | DATE   | LOCATION   | AIRCRAFT DATA  | INJUR                     |            | S M/N      | FLIGHT<br>PURPOSE                      | PILOT DATA   |
|--------|--|--|--|---------------------------|------------|------------|--|--|
| 3-3774 | 10/21/67<br>TIME - 10                                  | NR.VAN HORN,TEX<br>000   | BELLANCA 17-30<br>N-6664V<br>DAMAGE -SUBSTANTIA                    | РX-                       |            | 0 1<br>0 1 |  | PRIVATE, AGE 42, 1000 TOTAL<br>Hours, 128 in type. |
|        |  | CCIDENT<br>ED WITH OBJECT<br>OLLAPSED  | DAMAGE -SUBSTANTIA   |                           | PH         | LAND       | DF OPERATION<br>DING ROLL<br>DING ROLL |  |
|        | FACTOR   | IN COMMAND — SELEC<br>LAÑEOUS ACTS⊧CONDITI   | TED UNSUITABLE TERRA<br>ONS – OVERLOAD FAI<br>GE ROCK ON COUNTRY R | LURE                      |            |            |  |  |
| 3-3775 | 10/21/67<br>TIME - 1                                   | TRACY,CALIF  | LUSCOMBE 8A<br>N-22020<br>DAMAGE -SUBSTANTIA                       | PX-                       |            | 0 1<br>0 0 |  | STUDENT, AGE 42, 45 TOTAL<br>Hours, 13 in type.    |
|        |  | CCIDENT<br>-WATER LOOP-SWERVE<br>OLLAPSED  |  | -                         | Pł         | LAND       | DF OPERATION<br>DING ROLL<br>DING ROLL |  |
|        | PILOT<br>FACTOR<br>MISCELI<br>MISCELI                  | IN COMMAND - IMPRO<br>IN COMMAND - LACK<br>LANEOUS ACTS,CONDITI<br>LANEOUS ACTS,CONDITI  |  | LURE                      | T          |            |  |  |
| 3-3776 | 10/21/67<br>TIME - 10                                  |  | BELLANCA 14-193<br>N-8515R   | P X-                      |            | 0 1<br>0 1 | NONCOMMERCIAL<br>BUSINESS              | PRIVATE, AGE 44, 2000 TOTAL<br>Hours, 440 In Type. |
|        | TYPE OF AG   | CCIDENT<br>-UP LANDING   | DAMAGE -SUBSTANTIA   | -                         | PH         |            | DF OPERATION<br>DING LEVEL OFF/TO      | DUCHDOWN   |
|        | LANDING<br>MISCEL<br>MISCEL<br>EMERGENCY<br>FIRE AFTER | G GEAR - NORMAL RE<br>G GEAR - EMERGENCY<br>LAÑEOUS ÁCTS,CONDITI<br>LANEOUS ACTS,CONDITI<br>CIRCUMSTANCES - PRE<br>SUS<br>R IMPACT |  | TURE<br>N AIRPI<br>SCREPA | DRT<br>NCY |            |  |  |

|      |   |                                  | BRIEFS (                                      |            |            |        |        |   | ***===***   |
|------|---|----------------------------------|---|------------|------------|--------|--------|---|---|
|      | _   |                                  | AIRCRAFT DATA                                 |            | F          | S      | M/N    | PURPOSE                                       | PILOT DATA  |
| 3777 | 10/21/67 SAU<br>TIME - 1730               | GUS, CAL 1F                      | CESSNA 1708<br>N-2590D<br>DAMAGE -SUBSTANTIA  | CR-<br>PX- | - 0<br>- 0 | 0<br>0 | 1<br>1 | NUNCOMMERCIAL<br>PLEASURE                     | PRIVATE, AGE 48, 168 TOTAL<br>Hours, 80 in type.  |
|      | TYPE OF ACCID<br>COLLIDED W               | ENT<br>ITH WIRES/POLES           |   | -          |            |        |        | OPERATION<br>TO TAKEOFF                       |   |
|      |   | UMMAND - FAILL                   | D TO SEE AND AVOID OF<br>RNWY. WING STRUCK PF |            |            |        |        |   |   |
| 3778 | 10/21/67 BAT<br>TIME - 1230               | ON ROUGE,LA                      | GLUBE GC-18<br>N-78278                        | CR-<br>PX- | · 0<br>· 0 | 0<br>0 | 1<br>1 | NONCOMMERCIAL<br>PLEASURE                     | PRIVATE, AGE 27, 250 TOTAL<br>Hours, 64 in type.  |
|      | TYPE OF ACCID<br>GEAR RETRA               | ENT                              | DAMAGE -SUBSTANTIA                            | -          |            |        |        | OPERATION<br>OFF RUN                          |   |
|      |   |                                  | CTED GEAR PREMATURELY                         | ſ          |            |        |        |   |   |
| 3779 | 10/21/67 MAR<br>TIME - 0700               | SHALLTOWN, IUWA                  | PIPER PA-28<br>N-3422K<br>Damage -Substantiai | CR-<br>PX- | - 0<br>- 0 | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>TRAINING                     | STUDENT, AGE 29, 58 TOTAL<br>Hours, 52 in type.   |
|      | TYPE OF ACCID<br>Collided W<br>Gear Colla | ENT<br>I <b>t</b> h Cro <b>p</b> |   | -          | I          | 1      | AKEC   | OPERATION<br>OFF INITIAL CLIMB<br>OFF ABGRTED |   |
|      | PROBABLE CAUS<br>PILOT IN C<br>FACTOR     |                                  | D TO MAINTAIN DIRECT                          | ONAL       | . co       | NTRO   | DL     |   |   |
|      |   |                                  | DNS - UVERLOAD FAIL<br>G STRUCK CORN STALKS   |            | то         | RN     | Y. 5   | ETTLED IN CORN.                               |   |
| 3780 | 10/21/67 HAM<br>TIME - 1200               | BURG,IOWA                        | BEECH B35<br>N+5187C<br>DAMAGE -SUBSTANTIA    | CR-<br>PX- | · 0<br>· 0 | 0<br>0 | 1<br>1 | NONCOMMERCIAL<br>Pleasure                     | PRIVATE, AGE 45, 1000 TOTA<br>Hours, 600 in type. |
|      | TYPE OF ACCID<br>GEAR RETRA               |                                  |   | -          |            |        |        | OPERATION<br>NG ROLL                          |   |
|      | PROBABLE CAUS<br>PILOT IN C               |                                  | ERTENTLY RETRACTED GI                         | AR         |            |        |        |   |   |

|       |   | BRIEFS  | CCIDENTS  |                          |
|-------|---|---|---|--------------------------|
| OCKET | DATE LOCATION   | AIRCRAFT DATA                                 | URIES FLIGHT PILOT DATA<br>F S M/N PURPOSE                          |                          |
| -3781 | 10/21/67 ARLINGTUN,WIS<br>TIME - 1630   | LUSCOMBE 8A<br>N-1343B<br>DAMAGE -SUBSTANTIAI | - 0 0 1 NONCOMMERCIAL PRIVATE, AG<br>- 0 0 0 PLEASURE HOURS, 177 IN | E 39, 201 TOTAL<br>Type. |
|       | TYPE OF ACCIDENT<br>STALL SPIRAL  |   | PHASE OF OPERATION<br>Inflight normal cruise                        |                          |
|       | PROBABLE CAUSE<br>PILOT IN COMMAND - FAIL<br>FACTOR   | ED TO OBTAIN/MAINTAIN                         | ING SPEED   |                          |
|       | MISCELLANEOUS ACTS,CONDI<br>REMARKS- PLT HAD NO REST THE  |   |   |                          |
| -3782 | 10/21/07 NORWALK,WIS<br>TIME - 1430   | CESSNA 140<br>N-89033<br>DAMAGE -SUBSTANTIAI  | - 0 0 1 NONCOMMERCIAL STUDENT, AG<br>- 0 0 0 Pleasure Hours, 21 In  | E 26, 85 TOTAL<br>Type.  |
|       | TYPE OF ACCIDENT<br>Collided with Crop<br>Gear Collapsed  |   | PHASE OF OPERATION<br>Takeoff aborted<br>Takeoff aborted            |                          |
|       | PROBABLE CAUSE<br>PILUT IN COMMAND - SELE<br>PILUT IN COMMAND - DELA<br>FACTOR<br>TEKRAIN - OTHER<br>MISCELLANEOUS ACTS, CONDIT<br>REMARKS- MARGINAL UPSLOPE CU | YED ACTION IN ABORTING                        |   |                          |
| -3783 | 10/21/67 INDIANAPOLIS,IND<br>TIME - 1330  | BEECH G35<br>N-4222D<br>DAMAGE -SUBSTANTIAL   | - 0 0 1 NONCOMMERCIAL COMMERCIAL,<br>- 0 0 0 PLEASURE TOTAL HOURS,  |                          |
|       | TYPE OF ACCIDENT<br>GEAR RETRACTED  | DANAGE SUBSTANTIAL                            | PHASE OF OPERATION<br>LANDING ROLL                                  |                          |
|       | PROBABLE CAUSE<br>PILOT IN COMMAND - INAC   | VERTENTLY RETRACTED GE                        |   |                          |
| -3784 | 10/21/67 EDGERTON;₩YO<br>TIME - 1600  | PIPER J-3<br>N-71046<br>DAMAGE -SUBSTANTIAL   | - 0 0 1 MISCELLANEOUS PRIVATE, AG<br>- 0 0 0 FERRY HOURS, 7 IN T    | E 35, 260 TOTAL<br>(PE.  |
|       | TYPE OF ACCIDENT<br>NOSE OVER/DOWN  | DARAGE - SUDSTANTIAL                          | PHASE OF OPERATION<br>Taxi to takeoff                               |                          |
|       | PROBABLE CAUSE<br>PILOT IN COMMAND - TAXI<br>WEATHER - UNFAVORABLE W<br>FACTOR  | IND CONDITIONS                                |   |                          |
|       | PILOT IN COMMAND - LACK<br>WEATHER BRIEFING - BRIEFED B<br>WEATHER FORECAST - UNKNOWN<br>REMARKS- TAXYING DOWNWIND, 2   | Y FSP, BY PHONE                               | RAFT  |                          |

BRIEFS OF ACCIDENTS

|        |   |   | BRIEFS  | OF ACC                  | IDE       | ENT  | тs         |  |  |  |
|--------|---|---|---|-------------------------|-----------|------|------------|--|--|--|
| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   | INJU                    | RIES<br>F | 5    | S M/N      | PURPOSE  | PILOT DATA                             |  |
| 3-3785 | 10/21/67 TU<br>TIME - 0930                    | C SON, ARIZ   | PIPER PA-15<br>N-4466H<br>DAMAGE -SUBSTANTIA  |                         | • 0<br>0  |      |            |  | PRIVATE, AGE 36,<br>Hours, Unknown In  |  |
|        | TYPE OF ACCI<br>STALL MU                      |   |   |                         |           |      |            | F OPERATION<br>DFF INITIAL CLIMB                       |  |  |
|        | MISCELLAN<br>MAINTENAN                        | T - PROPELLER AN<br>EOUS ACTS <b>,CO</b> NDIT                             | D ACCESSORIES - OTH<br>IONS - WRONG PART<br>PECTION - IMPROPER<br>R INSTALLED.            |                         | NAN       | NC E | E          |  |  |  |
| -3786  | 10/22/67 AN<br>TIME - 1644                    | ŨKA,MINN  | THURP T-18<br>N-18117<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-              | 0<br>0    | 0    | 0 1<br>0 1 | NONCOMMERCIAL<br>Pleasure                              | PRIVATE, AGE 33,<br>HOURS, 65 IN TYPE. |  |
|        |   | DENT<br>ILURE OR MALFUNC<br>WITH WIRES/POLE                               | TION  |                         |           |      | INFL       | FOPERATION<br>IGHT NORMAL CRUISE<br>ING FINAL APPROACH |  |  |
|        | PILOT IN<br>MISCELLAN<br>FACTOR<br>ELECTRICA  | COMMAND - SPON<br>COMMAND - IMPR<br>EOUS ACTS,CONDIT<br>L SYSTEM - BAT    |   | IERPLAN<br>ION          | ат в      | i F  | POWERF     | PLANT CONTROLS   |  |  |
|        | EMERGENCY CI                                  | RCUMSTANCES - FO  | IUNS LOW FLUID LE<br>RCED LANDING OFF AIRP<br>TROL. AIRSTART UNSUCC                       | ORT OF                  |           | ANE  | D          |  |  |  |
| 3-3787 | 10/22/67 SC<br>TIME - 0923                    | OTT AFB,ILL   | NAVION B<br>N-5271K<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-              | 0<br>0    | Ċ    | 0 1<br>0 3 | NONCOMMERCIAL<br>Pleasure                              | PRIVATE, AGE 35,<br>Hours, 808 in type |  |
|        | TYPE OF ACCI<br>Engine fa<br>Gear Coll        | ILURE OR MALFUNC  |   | -                       |           |      | INFL       | FOPERATION<br>IGHT NORMAL CRUISE<br>ING ROLL           |  |  |
|        | MISCELLAN<br>MISCELLAN<br>MAINTENAN<br>FACTOR | T - FUEL SYSTEM<br>EDUS - FOREIGN<br>EDUS ACTS.CONDIT<br>CE.SERVICING.INS | - VENTS,DRAINS,TANK<br>MATERIAL AFFECTING N<br>IONS - FUEL STARVAT<br>PECTION - INADEQUAT | IORMAL<br>ION<br>E INSP |           |      |            |  |  |  |
|        | TERRAIN -<br>EMERGENCY CI                     | HIGH VEGETATI<br>RCUMSTANCES - FO   | IONS - OVERLOAD FAI<br>DN<br>RCED LANDING UFF AIRP<br>BLOCKED,SUBSTANCE UNK               | ORT ON                  |           |      |            | PECTION OVERDUE 9                                      | MONTHS.                                |  |
|        |   |   |   |                         |           |      |            |  |  |  |

BRIEES OF ACCIDENTS DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ \_\_\_\_\_ COMMERCIAL, AGE 24, 192 TOTAL 3-3788 10/22/67 EDISON+0HIO PIPER PA-28 CR-001 NONCOMMERCIAL TIME - 1700 N-4202J PX- 0 0 2 PLEASURE HOURS, 1 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACLIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT 3-3789 10/22/57 ATHENS.OHIO PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE. AGE 21. 120 TOTAL TIME - 0915 PX- 0 0 2 N-7576W PLEASURE HOURS, 16 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH PARKED AIRCRAFT TAXI OTHER PROBABLE CAUSE PILUT IN COMMAND - STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT REMARKS- PAX AT CUNTROLS. PARKED ACFT-CESSNA 150 N1400U, SUBSTANTIAL DAMAGE, PLT PROPPED ACFT. 3-3790 10/22/67 BROUMFIELD,COLO BEECH C35 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 40, 400 TOTAL TIME - 0850 N-1833D PX- 0 0 0 PLEASURE HOURS. 40 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB WHEELS-UP LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS EMERGENCY CIRCUMSTANCES - FORCED LANDING UN AIRPORT/SEAPLANE BASE/HELIPORT REMARKS- INTENTIONAL WHEELS UP LNDG BESIDE RNWY. 3-3791 10/23/67 CHESTERFIELD,MO ALON A-2 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 21, 9 TOTAL TIME - 1721 N-5613F PX- 0 0 0 SOLO HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN CULLIDED WITH RUNWAY OR APPROACH LIGHTS TAKEOFF RUN PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER BRIEFING - NO BRIEFING RECEIVED REMARKS- 80 DEG LEFT CROSSWIND 8K, GUSTING TO 15K. STRUCK RNWY LIGHT.

|        |   |   | BRIEFS (   |                |      |                |                     |                   |  |                         |                                  |
|--------|---|---|--|----------------|------|----------------|---------------------|-------------------|--|-------------------------|----------------------------------|
| DUCKET | DATE  | LOCATION  | AIRCRAFT DATA  | INJU           | RIES | s<br>s         | M/                  | N                 | FLIGHT<br>PURPOSE  | PILOT DAT               | 4                                |
| 3-3792 | TIME - 09<br>TYPE OF A0<br>OVERSHO                          | CIDENT  |  | CR-<br>PX-     | 0    | 0<br>0<br>PHAS | 1<br>0<br>SE<br>LAN | I<br>OF C<br>DINC | INSTRUCTIONAL<br>TRAINING<br>DPERATION<br>G LEVEL OFF/TOUC<br>G LEVEL OFF/TOUC | HOURS, ALL              | AGE 40, 31 TOTAL<br>In Type.     |
|        | PROBABLE (<br>PILOT<br>PILOT<br>PILOT<br>FACTOR             |   | ER RECOVERY FROM BOU<br>TO INITIATE GO-AROU                      | JNC E D<br>JND |      | ND I P         | ٩G                  | Dine              |  |                         |                                  |
| 3-3793 | 10/23/67<br>TIME - 10                                       | CALEXICO,CALIF  | BELLANCA 14-19<br>N-76848<br>DAMAGE -SUBSTANTIAL                 |                | 0    | 0<br>0         | 1<br>0              | ı                 | NONCOMMERCIAL<br>Pleasure  | PRIVATE,<br>HOURS, ALL  | AGE 32, 350 TOTAL<br>In Type.    |
|        | TYPE OF AC<br>WHEELS-                                       | CIDENT<br>-UP LANDING   | DAMAGE JOBSTRUTTAL   | -              | 6    |                |                     |                   | DPERATION<br>LEVEL OFF/TOUC  | HDOWN                   |                                  |
|        | FACTOR<br>LÀNDING<br>HYDRAUL<br>MISCELI                     | AUSE<br>IN COMMAND - FAILED<br>5 GEAR - NORMAL RET<br>1.IC SYSTEM - RESERV.<br>ANEDUS ACTS,CONDITIO<br>ANEOUS ACTS,CONDITIO | RACTION/EXTENSION AS<br>DIR,LINES,FITTINGS<br>NS - LOW FLUID LEV | SSEMB<br>/EL   |      | 1A 14          | ND                  | LOC               | KED  |                         |                                  |
| 3-3794 |   | LOTHIAN, MD<br>20   | CHAMPION 7KC<br>N-2574G<br>DAMAGE -SUBSTANTIAL                   | РХ             | 0    | 0<br>0         | 10                  | ٨                 | IONCOMMERCIAL<br>PLEASURE  | PRIVATE,<br>HDURS, 4 II | AGE 35, 2356 TOTAL<br>N TYPE.    |
|        | TYPE OF AC<br>NOSE UN                                       | CIDENT<br>/Er/Down  | DAMAGE - SUBSTANTIAL   | -              | ſ    |                |                     |                   | PERATION<br>G ROLL   |                         |                                  |
|        | PILOT 1<br>FACTOR<br>TERRAIN                                | AUSE<br>IN COMMAND - IMPROP<br>IN COMMAND - SELECT<br>I - ROUGH/UNEVEN<br>INDG ON FARM FIELD.                               | ER OPERATION OF BRAN<br>ED UNSUITABLE TERRAJ                     | KES A          | NDZ  | )R F           | FLI                 | GHT               | CONTROLS   |                         |                                  |
| 3-3795 | TIME - 17<br>TYPE OF AC<br>COLLIDE<br>GEAR CL<br>PROBABLE C | ED WITH OBJECT<br>DLLAPSED<br>CAUSE   | DAMAGE -SUBSTANTIAL  |                |      | PHAS           |                     | OF C<br>DING      | NONCOMMERCIAL<br>BUSINESS<br>OPERATION<br>F ROLL<br>F ROLL                     | PRIVATE,<br>Hours, 1100 | AGE 36, 1700 TOTAL<br>) IN TYPE. |
|        | FACTOR<br>MISCELL   | N COMMAND - SELECT<br>ANEOUS ACTS,CONDITION<br>NT HOLE IN RNWY OF UN  | NS - OVERLOAD FAIL   | URE            |      |                |                     |                   |  |                         |                                  |

| DOCKET |  | LOCATION  |   |                         | F                    | S        | M/N             | PURPOSE   | PILOT DATA   |
|--------|--|---|---|-------------------------|----------------------|----------|-----------------|---|--|
| 3-3796 | 10/24/67 BASY<br>TIME - 1930<br>TYPE OF ACCIDE<br>UNDERSHOOT | Έ,VA  | CESSNA 150G<br>N-3711J<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-              | 0<br>0               | Π.       | LANDIN          | NONCOMMERCIAL<br>BUSINESS<br>OPERATION<br>IG FINAL APPROACH |  |
|        | PILOT IN CO<br>MISCELLANEO<br>EMERGENCY CIRC                 | MMAND – MISJU<br>MMAND – INADE<br>US ÄČTS,CONDITI<br>UMSTANCES – PRE<br>LOW | DGED DISTANCE AND AL<br>QUATE PREFLIGHT PREP.<br>ONS - MISCALCULATE<br>CAUTIONARY LANDING DI<br>ON FUEL<br>ILIAR AIRPORT IN MTS | ARATI<br>D FUE<br>FF AI | DN A<br>_ CC<br>RPOF | INSU     |                 |   |  |
| -3797  | 10/25/67 CULL<br>TIME - 1730                                 | EGE PARK∳MD   | PIPER PA-28<br>N-6337W<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-              | 0<br>0               | 0<br>0   | 2<br>0          | INSTRUCTIONAL<br>DUAL                                       | COMMERCIAL,FL.INSTR., AGE 27,<br>902 TOTAL HOURS, 220 IN TYPE. |
|        | ITPE OF ACCIDE   | ТН ОВЈЕСТ   |   |                         | F                    | 'HA:<br> | SE UP<br>LANDIN | OPERATION<br>Ig Roll<br>Ig Roll                             |  |
|        | AIRPURT CON<br>FACTOR<br>MISCELLANEC                         | ERVISORY PERSON<br>DITIUNS - HID<br>DUS ACTS,CONDITI                        | ONS - OVERLOAD FAI  | LURE                    | NCE-                 | -A I !   | RPORT           | FACILITIES  |  |
|        | REMARKS- HII W   | ATERFILLED RUIS   | /CHUCK HOLES ON RNWY  | •                       |                      |          |                 |   |  |
| -3798  |  |   | CESSNA 150<br>N-8861G<br>DAMAGE -SUBSTANTIA   |                         | 0<br>0               | 0<br>0   | 1<br>0          | INSTRUCTIONAL<br>TRAINING                                   | STUDENT, AGE 24, 16 TOTAL<br>Hours, all in type.               |
|        | TYPE OF ACCIDE<br>GROUND-WATE<br>NUSE OVER/D                 | NT<br>R LOOP−SWERVE   |   | -                       |                      | 1        | LANDIN          | OPERATION<br>Ig Roll<br>Ig Roll                             |  |
|        | PROBABLE CAUSE<br>PILUT IN CO                                |   | PER OPERATION OF BRAN   | KES AI                  | 1070                 | DR 1     | FLIGHT          | CONTROLS  |  |
| -3799  | 10/25/67 TITU<br>TIME - 0915                                 |   | CESSNA T-210<br>N-6115R<br>DAMAGE -SUBSTANTIAI  | P X –                   | 0<br>0               | 0<br>0   | 1<br>0          | NONCOMMERCIAL<br>BUSINESS                                   | PRIVATE, AGE 59, 1026 TOTAL<br>Hours, 848 in Type.             |
|        | TYPE OF ACCIDE<br>GEAR RETRAC                                | NT -  |   | _                       |                      |          |                 | OPERATION<br>IG ROLL  |  |
|        | LANDING GEA  | MMAND - INADV<br>R - SWITCHES,  | ERTENTLY RETRACTED G<br>LEVERS,CRANKING MECH/<br>SWITCH ALLOWD GEAR LI  | ANISM                   |                      |          | 40VED,          | BY PLT, SINCE LOCK  | NG PIN WAS NOT ACTUATED.                                       |

BRIEFS OF ACCIDENTS

| OCKET |  |  | INJUR      | IES    |        |        |   | PILOT DAT              | A                             |
|-------|--|--|------------|--------|--------|--------|---|------------------------|-------------------------------|
|       |  |  |            |        |        |        | PURPOSE   |                        |                               |
| -3800 | 10/25/67 DAVIS,CALIF<br>TIME - 1445  | AERU-COMDR 100<br>N-6666D<br>DAMAGE -SUBSTANTIA      |            | 0<br>0 | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>SOLO                             | STUDENT,<br>HOURS, ALL | AGE 32, 19 TOTAL<br>In Type.  |
|       | TYPE OF ACCIDENT<br>Hard Landing<br>Gear Cullapsed                           | DAHAGL - SUDJIANIA                                   |            |        | LA     | NDIN   | OPERATION<br>G LEVEL OFF/TOUG<br>G LEVEL OFF/TOUG |                        |                               |
|       | PROBABLE CAUSE<br>PILUT IN COMMAND - IN<br>FACTOR<br>MISCELLANEOUS ACTS,CONG | IPROPER LÉVEL OFF<br>DITIONS - OVERLOAD FAI          | LURE       |        |        |        |   |                        |                               |
| -3801 | 10/25/67 NASHVILLE,TENN<br>TIME - 1300                                       | CESSNA 182<br>N-3208U<br>DAMAGE -SUBSTANTIA          | CR-<br>PX- | 0<br>0 | 0      | 1<br>0 | NONCOMMERCIAL<br>BUSINESS                         | PRIVATE,<br>Hours, 100 | AGE 56, 197 TOTAL<br>In type. |
|       | TYPE OF ACCIDENT<br>HARD LANDING   |  |            |        |        |        | OPERATION<br>G LEVEL OFF/TOUG                     | CHDOWN                 |                               |
|       | PROBABLE CAUSE<br>PILUT IN CUMMAND - IN<br>PILUT IN CUMMAND - IN             | IPROPER LEVEL OFF<br>IPROPER RECOVERY FROM BO        | UNCED      | LAND   | ING    | i      |   |                        |                               |
| -3602 | 10/28/07 TULLAHOMA,TENN<br>TIME - 1615                                       | LUSCOMBE 8E<br>N-15858<br>DAMAGE -SUBSTANTIA         |            | 0<br>0 | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>PLEASURE                         | PRIVATE,<br>HOURS, 75  | AGE 26, 180 TOTAL<br>In Type. |
|       | TYPE UF ACCIDENT<br>GROUND-WATER LOUP-SWERN<br>NOSE OVER/JUWN                |  | _          |        | TA     | XI     | OPERATION<br>FROM LANDING<br>FROM LANDING         |                        |                               |
|       | PROBABLE CAUSE<br>PILOT IN COMMAND - IN<br>PILOT IN COMMAND - MI<br>FACTOR   | 1PROPER OPERATION OF BRA<br>SJUDGED SPEED            | KES AN     | D/OR   | FL     | IGHT   | CONTROLS  |                        |                               |
|       | AIRPORT CONDITIONS -<br>REMARKS- HIGH SPEED TAXI.                            |  |            |        |        |        |   |                        |                               |
| -3803 | 10/28/67 MCALLEN,TEX<br>TIME - 1315  | CESSNA 150<br>N-3725J<br>DAMAGE -SUBS <b>TA</b> NTIA | CR-<br>PX- | 0<br>0 | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>TRAINING                         | STUDENT,<br>Hours, All | AGE 30, 23 TOTAL<br>In type.  |
|       | TYPE OF ACCIDENT<br>PROPELLER/JET/ROTOR BLA<br>NOSE UVER/DOWN                |  |            |        | TA     | XI     | OPERATION<br>TO TAKEOFF<br>TO TAKEOFF             |                        |                               |
|       |  | PERSONNEL – INADEQUA                                 | S UR I     | NSTR   | UCT    | IONS   |   |                        | DANGER -                      |

BRIEFS OF ACCIDENTS

| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA                                   |                  |        |        |        | FLIGHT<br>Purpose                        | PILOT DATA   |
|--------|---|---|---|------------------|--------|--------|--------|--|--|
| 3-3804 | 11/1/67 S4<br>TIME - 1630                                     | GINAW,TEX   | N.AMERICAN SNJ<br>N-3671F<br>DAMAGE -SUBSTANTIA | PX-              |        |        |        | MISCELLANEOUS<br>FERRY                   | COMMERCIAL, AGE 36, 252 TOTAL<br>Hours, 8 in type. |
|        |   | IDENT<br>NTER LOOP-SWERVE<br>WITH DITCHES   |   |                  |        | T      | AKEO   | OPERATION<br>FF RUN<br>FF ABORTED        |  |
|        | PILDT IN<br>LANDING O<br>MISCELLAN<br>FIRE AFTER J            | COMMAND - FAILE<br>Command - Lack<br>Gear - Tailwheel<br>Neous Acts,conditi                       | ONS - MATERIAL FA                               | AIRCRA           |        | ITRO   | L      |  |  |
| 3-3805 |   | BERDEEN,OHIO  | PIPER PA-23<br>N-1258P<br>DAMAGE -SUBSTANTI/    | PX-              | 0<br>0 | 0<br>0 | 1      | NONCOMMERCIAL<br>Pleasure                | PRIVATE, AGE 32, 550 TOTAL<br>Hours, 225 In Type.  |
|        | TYPE OF ACCI<br>OVERSHOOT<br>COLLIDED                         |   |   | 4                |        | L      | A ND I | OPERATION<br>NG LEVEL OFF/TOU<br>NG ROLL | ICHDOWN  |
|        | FACTOR<br>AIRPORT C<br>WEATHER -<br>MISCELLAN<br>WEATHER BRIE | COMMAND – MISJU<br>Conditions – Wet<br>- Rain<br>Heous Acts, conditi<br>Fing – Briefed By         | ONS - HYDROPLANING                              | G ON WE          | T F    | LUNM   | AY     |  |  |
| 3-3806 | 11/1/67 LU<br>TIME - 1330                                     | BBOCK,TEX   | BEECH A23<br>N-3532R<br>DAMAGE -SUBSTANTI       | Р X <del>–</del> |        |        |        | NONCOMMERCIAL<br>Pleasure                | COMMERCIAL, AGE 20, 379 TOTA<br>Hours, 80 in type. |
|        | TYPE OF ACCI<br>GEAR CULL                                     |   | DAHAGE SUBJERTI                                 | ~ <b>L</b>       |        |        |        | OPERATION<br>FF ABORTED                  |  |
|        | PILOT IN<br>FACTOR<br>WEATHER -<br>MISCELLAN<br>WEATHER BRIE  | COMMAND - DELAY<br>COMMAND - FAILE<br>- HIGH DENSITY A<br>HEOUS ACTS,CONDITI<br>FING - NO BRIEFIN | ONS - OVERLOAD FAI                              | N FL¥IN          | IG S   | PEE    |        |  |  |

| DOCKET | DATE                                   | LOCATION  | AIRCRAFT DATA  |            |        |     | /N     | FL IGHT<br>PURPOSE                              | PILOT DATA  |
|--------|--|---|--|------------|--------|-----|--------|---|---|
| 3-3807 | 11/2/67 BE<br>TIME - 1500              | LZONI, MISS                                       | BUEING B75N1<br>N-52598<br>DAMAGE -SUBSTANTIA                            |            | 0<br>0 |     |        |   | COMMERCIAL, AGE 35, 2000<br>Total Hours, 350 in type. |
|        | TYPE OF ACCI<br>COLLIDED<br>GEAR COLL  | WITH OBJECT                                       | DAMAGE - SUDSTANTIA  | L          | PH     | TA  | KEOF   | OPERATION<br>F Initial Climb<br>F Initial Climb |   |
|        | FACTOR<br>MISCELLAN                    | CUMMAND - FAIL                                    | ED TO SEE AND AVOID O<br>IONS - OVERLOAD FAI<br>RM MACHINERY.            |            | OR     | 085 | TRUC   | TIONS   |   |
| 3-3808 | 11/2/67 AD<br>TIME - 1800              |   | PIPER PA-28<br>N-8825J<br>DAMAGE -SUBSTANTIA                             | CR-<br>PX- | 0<br>0 | 0   | 1<br>0 | INSTRUCTIONAL<br>TRAINING                       | STUDENT, AGE 28, 31 TOTAL<br>Hours, all in Type.      |
|        | NOSE OVER                              |   |  |            |        |     |        | OPERATION<br>FROM LANDING                       |   |
|        | FACTOR<br>ATRPORT C                    | COMMAND — MISJ<br>DNDITIONS — OT                  |  | D LEVE     | L. C   | ONS | TRUC   | TION AREA PROPERL                               | Y NOTAMED.  |
| 3-3809 | 11/2/67 DA<br>TIME - 1720              | VIE,FLA   | CESSNA 150<br>N-8366J<br>DAMAGE -SUBSTANTIA                              |            | 0<br>0 | 0   | 1<br>1 | NONCOMMERSIAL<br>Pleasure                       | COMMERCIAL, AGE 18, 314 TO<br>HOURS, 90 IN TYPE.      |
|        | TYPE OF ACCIN<br>NOSE OVER             |   |  |            |        |     |        | OPERATION<br>F ABORTED                          |   |
|        | PILOT IN C<br>FACTOR<br>TERRAIN -      | COMMAND - SELE<br>Command - DELA<br>HIGH VEGETATI | CTED UNSUITABLE TERRA<br>YED ACTION IN ABORTIN<br>ON<br>GRASS AND WEEDS. |            | )FF    |     |        |   |   |
| 3-3810 | 11/2/67 LUG<br>TIME - 0750             | BBOCK,TEX   | PIPER PA-28<br>N-6066W<br>DAMAGE -SUBSTANTIA                             |            | 0<br>0 | 0   | 1<br>0 | INSTRUCTIONAL<br>Solo                           | STUDENT, AGE 32, 9 TOTAL<br>Hours, 7 in Type.         |
|        | TYPE OF ACCI<br>GROUND-WA<br>GEAR COLL | FER LOOP-SWERVE                                   |  |            | PH     | LA  | NDIN   | DPERATION<br>G ROLL<br>G ROLL                   |   |
|        |  |   |  |            |        |     |        |   |   |

|       |                           |                 | BRIEFS  | DF ACCI        |      | S      | _                             |   |          |
|-------|---------------------------|-----------------|---|----------------|------|--------|-------------------------------|---|----------|
| OCKET | DATE                      | LOCATION        | AIRCRAFT DATA   | INJURI         | es s | M/N    | PURPOSE                       | PILOT DATA                                  |          |
| -3811 | 11/2/67 L                 | JBBOCK,TEX<br>5 | CESSNA 172<br>N-88398<br>DAMAGE -SUBSTANTIA   | CR- (<br>PX- ( |      |        |                               | PRIVATE, AGE 34, 35<br>Hours, 250 in type.  | D TOTAL  |
|       | TYPE OF ACC<br>NOSE OVER  |                 |   | -              |      |        | OPERATION<br>TO TAKEOFF       |   |          |
|       | WEATHER -<br>WEATHER BRII |                 | Y FSP, BY PHONE   | PER ASSI       | (STA | NCE    |                               |   |          |
| -3812 |                           | DRTSMOUTH, OHIO | BEECH H35<br>N-7917D<br>Damage -substantial   |                |      | 1      | INSTRUCTIONAL<br>TRAINING     | STUDENT, AGE 37, 64<br>Hours, 50 In Type.   | TOTAL    |
|       | TYPE OF ACC<br>GEAR RET   |                 | DANAGE - SUBSTANTIAL  |                |      |        | OPERATION<br>NG ROLL          |   |          |
|       | PROBABLE CAU<br>PILOT IN  |                 | VERTENTLY RETRACTED GE  | EAR            |      |        |                               |   |          |
| -3813 | 11/3/67 IN<br>TIME - 1050 | DIANULA, IOWA   | MOONEY M20A<br>N-65568<br>DAMAGE -SUBSTANTIAL   |                |      | 1<br>0 | NONCOMMERCIAL<br>Pleasure     | PRIVATE, AGE 40, 100<br>Hours, 35 in Type.  | ) TOTAL  |
|       | TYPE OF ACC<br>WHEELS-UP  |                 |   |                |      |        | OPERATION<br>NG LEVEL OFF/TOU | СНООМИ                                      |          |
|       | MISCELLAN                 | EAR - NORMAL RE | TRACTION/EXTENSION AS<br>IDNS — IMPROPER ALIG<br>PECTION — INADEQUATE<br>OVER CENTER. | NMENT/A        | DJU  |        |                               |   |          |
| -3814 | 9/16/67 DR<br>TIME - 1300 | ANGEBURG        | BEECH B95<br>N-1506R<br>DAMAGE -SUBSTANTIAL   | CR- C<br>PX- 0 | 0    | 1<br>1 | NONCOMMERCIAL<br>BUSINESS     | PRIVATE, AGE 50, 179<br>HOURS, 114 IN TYPE, | 98 TOTAL |
|       | TYPE OF ACCI<br>GEAR RETR |                 |   |                |      |        | OPERATION<br>NG ROLL          |   |          |
|       | PROBABLE CAU<br>PILOT IN  |                 | ERTENTLY RETRACTED GE   | AR             |      |        |                               |   |          |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS

|        |  | BRIEF  | S OF ACCID     |              |  |  |
|--------|--|--|----------------|--------------|--|--|
| DUCKET | DATE LOCAT   |  | INJURIE<br>F   | S<br>SM/     | FLIGHT<br>'N PURPOSE                   | PILOT DATA   |
| 3-3815 | 11/3/67 KERRVILLE,TE<br>TIME - 1330  | X CESSNA 170<br>N-9271A<br>DAMAGE -SUBSTANT  | CR- C<br>PX- 0 |              | NONCOMMERCIAL<br>PLEASURE              | COMMERCIAL, AGE 29, 708 TOTA<br>Hours, 322 in type.          |
|        | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SI<br>GEAR COLLAPSED   |  |                | LAP          | OF OPERATION<br>DING ROLL<br>DING ROLL |  |
|        | WEATHER - UNFAVOR<br>FACTOR<br>MISCELLANEOUS ACTS,<br>WEATHER BRIEFING - BRI<br>WEATHER FORECAST - UNK |  |                |              |  |  |
| 3-3816 | 11/3/67 GROVELAND⊽CAN<br>TIME - 1610   | LIF CESSNA 182<br>N-5301B<br>DAMAGEDESTRUYEI   | CR- 0<br>PX- 0 | 0 1<br>0 2   | NONCOMMERCIAL<br>PLEASURE              | COMMERCIAL,FL.INSTR., AGE 35,<br>420 TOTAL HOURS, 6 IN TYPE. |
|        | GEAR COLLAPSED   |  |                |              | OF OPERATION<br>DING LEVEL OFF/TO      | DUCHDOWN   |
|        | PILOT IN COMMAND -<br>PILOT IN COMMAND -<br>FACTOR<br>TERRAIN - ROUGH/UN<br>MISCELLANEOUS ACTS,0       | INADEQUATE PREFLIGHT PR<br>BECAME LOST/DISORIENTED<br>SELECTED UNSUITABLE TER<br>NEVEN<br>CONDITIONS - OVERLOAD F/<br>S - PRECAUTIONARY LANDING<br>LOW ON FUEL | AIN            |              | R PLANNING                             |  |
| 3-3817 | 11/3/67 ARCATA,CALIF<br>TIME - 1610  | N-77386  |                | 0 2          | INSTRUCTIONAL<br>CHECK                 | PRIVATE, AGE 37, 989 TOTAL<br>Hours, 3 In Type.              |
|        | TYPE OF ACCIDENT<br>GEAR COLLAPSED   | DAMAGE -SUBSTANTI  |                | PHASE<br>LAN | OF OPERATION<br>IDING ROLL             |  |
|        | MISCELLANEOUS ACTS,  | IN GEAR-SHOCK ABSORBING AS<br>CONDITIONS - FATIGUE FRA<br>4 1/4 IN DRILLED HOLE-RT S   | CTURE          | ,ATTAC       | HMENTS, ETC.                           |  |

|                     |                                     |   | BRIEFS   |                         |                     |     | S      |   |   |
|---------------------|-------------------------------------|---|--|-------------------------|---------------------|-----|--------|---|---|
| DOCKET              | DATE                                | LOCATION  | AIRCRAFT DATA  | INJU                    | RIES                | s   | M/N    | FLIGHT<br>PURPOSE                       | PILOT DATA  |
| 3-3818              | TIME - 180                          |   | PIPER PA-28<br>N-7867W<br>DAMAGE -SUBSTANTIA   |                         |                     |     |        |   | COMMERCIAL, AGE 29, 369 TOTAL<br>HOURS, 36 IN TYPE.             |
|                     | TYPE UF ACC<br>Engine F<br>GEAR COL | AILURE OR MALFUNCT  | FION   |                         | F                   |     | INFLIG | OPERATION<br>HT NORMAL CRUISE<br>G ROLL | E   |
|                     | MISCELLA<br>Factor<br>MISCELLA      | COMMAND - MISMA<br>NEOUS ACTS;CONDIT<br>NEOUS ACTS;CONDIT   | ANAGEMENT OF FUEL SYS<br>IONS – FUEL STARVAT<br>IONS – OVERLOAD FAI<br>RCED LANDING OFF AIRP   | ION<br>LURE             | N L4                | AND |        |   |   |
|                     |                                     |   |  |                         |                     |     |        |   |   |
| 3-3819              | 11/4/67 D<br>TIME - 135             |   | CESSNA 140<br>N-2242V<br>Damage -Substantia  | РХ-                     |                     |     |        | NDNCOMMERCIAL<br>Pleasure               | PRIVATE, AGE 19, 187 TOTAL<br>Hours, 2 in type.                 |
|                     | TYPE OF ACC<br>GROUND-W<br>GEAR COL | ATER LOOP-SWERVE  | DAMAGE - JUDSTANTIA  | L                       | f                   |     | TAKEOF | OPERATION<br>F RUN<br>F RUN             |   |
|                     | FACTOR                              | COMMAND - FAILE   | ED TO MAINTAIN DIRECT  | IONAL                   | COM                 | NTR | DL     |   |   |
|                     | MISCELLANE                          | EOUS ACTS, CONDITION -  | - OVERLOAD FAILURE   |                         |                     |     |        |   |   |
| 3 <del>-</del> 3820 | 11/4/67 V<br>TIME - 130             | ALPARAISO, IND<br>0   | CESSNA 320E<br>N-3430Q<br>DAMAGE -SUBSTANTIA   | РХ-                     |                     |     |        | MISCELLANEOUS<br>DEMONSTRATION          | COMMERCIAL,FL.INSTR., AGE 40,<br>3877 TOTAL HOURS, 400 IN TYPE. |
|                     | TYPE OF ACC<br>WHEELS~U             | IDENT<br>P LANDING  |  |                         | P                   |     |        | OPERATION<br>G LEVEL OFF/TOUG           | CHDOWN  |
|                     | LANDING<br>MISCELLA<br>MAINTENA     | GEAR - NORMAL RE<br>GEAR - EMERGENCY<br>NEOUS ACTS,CONDIT<br>NCE,SERVICING,INSE<br>IRCUMSTANCES - PRE | ETRACTION/EXTENSION A<br>//EXTENSION ASSEMBLY<br>IONS - IMPROPERLY I<br>PECTION - IMPROPER<br>CAUTIONARY LANDING O<br>PECTED MECHANICAL DI | NSTAL<br>MAINT<br>N AIR | LED<br>ENAN<br>PORT | Г   |        |   |   |
|                     | REMARKS- ME                         |   |  |                         |                     |     | F ATTA | CHING ACTUATING F                       | ROD TO LFT NOSE GEAR DOOR                                       |
| 3-3821              | 11/4/67 C<br>TIME - 163             | OLLEGEDALE,TENN<br>O  | N-2026V  | PX-                     |                     |     |        | NONCOMMERCIAL<br>PLEASURE               | PRIVATE, AGE 20, 73 TOTAL<br>Hours, all in type.                |
|                     | TYPE OF ACC<br>OVERSHOO<br>CULLIDED |   | DAMAGE -SUBSTANTIA<br>EPOSTS   | L                       | F                   |     | LANDIN | OPERATION<br>G LEVEL OFF/TOUG<br>G ROLL | CHDDAN  |
|                     | PILOT IN<br>PILOT IN<br>FACTOR      | COMMAND - MISJU<br>COMMAND - MISUS  | JDGED DISTANCE AND SP<br>SED OR FAILED TO USE<br>CTED WRONG RUNWAY REL   | FLAPS                   | то                  | ЕX  | ISTING | MIND                                    |   |

BRIEFS OF ACCIDENTS

|        |  |  | BRIEFS  |                |         |        |        |   |   |
|--------|--|--|---|----------------|---------|--------|--------|---|---|
| DUCKET | DATE   | LUCATION   | AIRCRAFT DATA   | INJUR          | ES<br>F | S      | 4/N    | PURPOSE   | PILOT DATA  |
| 3-3822 | 5/4/67 FT<br>TIME - 1319                     | r lenard wood,mo   | CESSNA 195A<br>N-4375N<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-     | 0       | 0      | 2<br>0 | INSTRUCTIONAL<br>DUAL                             | COMMERCIAL,FL.INSTR., AGE 22,<br>2050 TOTAL HOURS, 600 IN TYPE. |
|        | TYPE OF ACCI<br>GROUND-WA                    |  |   |                |         |        |        | OPERATION<br>NG ROLL                              |   |
|        |  | DENT - IMPROPER  | DPERATION OF BRAKES<br>QUATE SUPERVISION OF   |                |         | IGH    | г со   | NTROLS  |   |
| 3-3823 |  |  | CESSNA 188<br>N-9728V<br>Damage -substantia   | CR<br>PX<br>L  | С<br>0  | 0<br>0 | 1<br>0 | COMMERCIAL<br>AERIAL APPLIC                       | COMMERCIAL; AGE 40, 5000<br>Total Hours, 240 in Type.           |
|        | TYPE OF ACCI<br>Cullided<br>Gruund-wa        | LDENT<br>WITH CROP<br>ATER LOOP-SWERVE                                       |   |                |         | L      | AND I  | OPERATION<br>NG ROLL<br>NG ROLL                   |   |
|        |  | JSE<br>CUMMAND - MISJU<br>J ON AG STRIP CAUG                                 |   |                |         |        |        |   |   |
| 3-3824 | 5/31/67 NH<br>TIME - 1849                    |  | PIPER PA-25<br>N-7421Z<br>DAMAGE -SUBSTANTIA  |                | 0<br>0  | 0<br>0 | 1<br>0 | COMMERCIAL<br>AERIAL APPLIC                       | AGE 30, 500 TOTAL HOURS, 6 IN<br>Type.                          |
|        | TYPE OF ACC<br>STALL SI                      | IDENT  |   |                |         |        |        | OPERATION<br>GHT CLIMB TO CRU                     | ISE   |
|        | PILOT IN                                     | CUMMAND - FAILE  | D TO OBTAIN/MAINTAIN<br>PTED UPERATION BEYON  |                |         |        |        | LITY LEVEL  |   |
|        |  |  | RSONNEL - INADEQUA<br>THIS TYPE OF ACFT.AC  |                |         |        |        |   | ITY BEFORE FLIGHT.  |
| 3-3825 | 6/13/67 UH<br>TIME - 0900                    |  | CESSNA 150<br>N-3637J<br>DAMAGE -SUBSTANTIA   |                | 0<br>0  | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>SOLO                             | STUDENT, AGE 28, 27 TOTAL<br>Hours, all in type.                |
|        | TYPÉ OF ACC<br>HARD LANI<br>GEAR COLI        | I DENT<br>DING   | DAHAGE SUBSTANTIA   |                |         | L      | ANDI   | OPERATION<br>NG LEVEL OFF/TOU<br>NG LEVEL OFF/TOU |   |
|        | PILOT IN<br>FACTOR<br>MISCELLAN<br>FLIGHT IN | COMMAND - IMPRO<br>COMMAND - ATTEM<br>NEOUS ACTS,CONDITI<br>NSTRUCTOR - INAD | PER LEVEL OFF<br>PTED OPERATION BEYON<br>ONS - UVERLOAD FAI<br>EQUATE TRAINING OF S<br>NDG WITHOUT PREVIOUS | LURE<br>TUDENT |         |        |        |   | NG STALLS.  |

BRIEFS OF ACCIDENTS

| DUCKET | DATE                      | LUCATION   | AIRCRAFT DATA   | INJUR      | IE:<br>F | s<br>s | M/N            | FLIGHT<br>Purpose                                     | PILOT DATA   |
|--------|---------------------------|--|---|------------|----------|--------|----------------|---|--|
| 3-3826 | 6/13/67 NF<br>TIME - 2000 | K.CAINSVILLE∌MO<br>)   | CESSNA 188<br>N-9871V<br>DAMAGE -SUBSTANTIA           | CR-<br>PX- | 0<br>0   | 0      | 1<br>0         | COMMERCIAL<br>AERIAL APPLIC                           | COMMERCIAL, FL.INSTR., AGE 35,<br>6000 TOTAL HOURS, 130 IN TYPE. |
|        |                           |  |   |            | 1        |        | LAND           | F OPERATION<br>Ing Roll<br>Ing Roll                   |  |
|        | PROBABLE CAU<br>PILOT IN  |  | TO MAINTAIN DIRECT                                    | IONAL      | co       | NTR    | OL             |   |  |
| 3-3827 | 7/31/67 RC<br>TIME - 1900 | DLLA,MÜ  | PIPER PA-28<br>N-3834w<br>DAMAGE -DESTROYED           | CR-<br>PX- | 0<br>0   | 0<br>0 | 1<br>0         | NONCOMMERCIAL<br>Pleasure                             | PRIVATE, AGE 61, 250 TOTAL<br>Hours, 125 in type.                |
|        |                           | DENT<br>MILURE OR MALFUNCTI<br>WITH FENCE,FENCEP             | ON  |            |          |        | τΔκεί          | FOPERATION<br>DFF INITIAL CLIMB<br>DFF ABORTED        |  |
|        |                           | IT - MISCELLANEOUS   | - POWERPLANT FAIL<br>ED LANDING ON AIRPO              |            |          |        |                |   |  |
| -3828  | 8/5/67 NK<br>TIME - 1215  | ROTHSAY,MINN<br>;  | BELLANCA 14-19<br>N-1282R<br>DAMAGE -SUBSTANTIA       | CR-<br>PX- | Ú<br>0   | 0<br>0 | 1<br>3         | NONCOMMERCIAL<br>Pleasure                             | PRIVATE, AGE 41, 225 TOTAL<br>HOURS, 10 IN TYPE.                 |
|        | TYPE OF ACCI              | DENT<br>MILURE OR MALFUNCTI                                  |   |            | 1        | РНА    | SE OF<br>INFLI | FOPERATION<br>IGHT NORMAL CRUISI<br>ING LEVEL DFF/TOU | E  |
|        |                           | ISE<br>IT - MISCELLANEOUS<br>· WET,SOFT GROUND               |   | JRË FO     | Rι       | ЛND    | ETER           | IINED REASONS   |  |
|        |                           |  | NS - OVERLOAD FAI<br>ED LANDING OFF AIRPO             |            | L        | AND.   |                |   |  |
| 3-3829 | 8/6/67 NA<br>TIME - 1645  | • EUDORA, KANS   | CESSNA 172G<br>N-3682L<br>Damage -substantia          | CR-<br>PX- | 0<br>0   | 0<br>0 | 1<br>3         | NONCOMMERCIAL<br>Pleasure                             | PRIVATE, AGE 22, 168 TOTAL<br>HOURS, 15 IN TYPE.                 |
|        | TYPE OF ACCI              | DENT<br>ILURE OR MALFUNCTI                                   |   | -          | f        | PHA    | SE OF          | OPERATION<br>GHT NORMAL CRUISI<br>NG LEVEL OFF/TOUC   |  |
|        | MISCELLAN<br>TERRAIN -    | IT - FUEL SYSTEM -<br>IEOUS ACTS,CONDITIO<br>WET,SOFT GROUND |   | DEQUAT     |          |        | TING           |   |  |
|        |                           |  | AUTIONARY LANDING OF<br>ECTED MECHANICAL DIS<br>VENT. |            |          |        |                |   |  |

| UCKET |                                     |   | AIRCRAFT DATA   |          |            |          |                |              |      | EL IGHT                            | PILOT DATA  |
|-------|-------------------------------------|---|---|----------|------------|----------|----------------|--------------|------|------------------------------------|---|
| JUNEI |                                     |   | AIRCRAFT DATA   |          |            |          |                |              |      |                                    | TEUT DATA   |
| -3830 | 9/25/67 N                           | R.SWEA CITY,IUWA<br>0   | PIPER PA-28<br>N-8655W<br>DAMAGE -SUBSTANTIAL                                     | CR<br>PX |            | 0        | 0<br>0         | 1<br>3       | N    | ONCOMMERCIAL<br>PLEASURE           | PRIVATE, AGE 75, 1217 TOTAL<br>Hours, 313 IN Type.        |
|       | TYPE OF ACC<br>Hard Lan<br>Gear Col | DING  |   | -        |            |          | L L            | AND          | ING  | PERATION<br>LEVEL OFF/TOUC<br>ROLL | HDOWN   |
|       | WEATHER<br>FACTOR<br>MISCELLA       | CUMMAND - IMPROP<br>COMMAND - IMPROP<br>- UNFÄVORABLE WIN               | ER CUMPENSATION FOR<br>ER RECUVERY FROM BOL<br>D CONDITIONS<br>NS - OVERLUAD FAIL |          |            | ON<br>AN | IDI I<br>IDI N | ' I ON<br>IG | S    |                                    |   |
| -3831 |                                     | HUENIX, ARIZ<br>O   | BEECH B35<br>N-7953K<br>Damage -substantial                                       | CR<br>PX | -          | 000      | 0<br>0         | 1<br>0       | N    | ONCOMMERCIAL<br>BUSINESS           | PRIVATE, AGE 34, UNKNOWN<br>Total Hours, Unknown in Type. |
|       | TYPE OF ACC<br>CULLIDED             | IDENT<br>WITH AUTOMOBILE  |   |          |            | Ρ        | HAS            | E 0          | FO   | PERATION<br>Rom Landing            |   |
|       | FACTOR<br>MISCELLA                  | USE<br>NECUS-PERSONNEL -<br>NECUS ACTS,CONDITIC<br>ITU DROVE INTO TAXII | NS - SUNGLARE   |          |            |          |                |              |      |                                    |   |
| -3832 | 9/30/67 P<br>TIME - 183             |   | CESSNA 210T<br>N-6884R<br>DAMAGE -SUBSTANTIAL                                     |          | -          | 0<br>0   | 0<br>0         | 1<br>2       | N    | ONCOMMERCIAL<br>BUSINESS           | PRIVATE, AGE 54, 179 TOTAL<br>Hours, 110 In Type.         |
|       | TYPE OF ACC<br>Gruund-W             |   |   | -        |            |          |                |              |      | PERATION<br>Roll                   |   |
|       | PROBABLE CA<br>PILUT IN<br>FACTOR   |   | TO MAINTAIN DIRECT  | ONA      | LС         | ON       | TRC            | IL           |      |                                    |   |
|       | PILOT IN                            | CUMMAND - ATTEMP<br>I TUTAL NITE TIME 6                                 | TED OPERATION BEYOND<br>HRS 15 MIN.   | ) EX     | PER        | IE       | NCE            | /AB          | 171  | TY LEVEL                           |   |
| -3633 | 10/2/67 N<br>TIME - 172             | K.HENDERSON,IOWA<br>0   | PIPER PA-18<br>N-4117Z<br>DAMAGE -SUBSTANTIAL                                     |          | -          | 0<br>0   | 0<br>0         | 1<br>0       | м    | ISCELLANEOUS<br>Police Patrol      | COMMERCIAL, AGE 31, 2035<br>Total Hours, 2024 in type.    |
|       | TYPE OF ACC<br>STALL                | IDENT   |   | •        |            |          |                |              |      | PERATION<br>T LOW PASS             |   |
|       | PILOT IN                            | COMMAND - FAILED  | TU OBTAIN/MAINTAIN<br>ED ATTENTION FROM OP<br>GROUND TRAFFIC                      | FLY      | ING<br>TIO | S        | PEE<br>OF      | D<br>A I R   | CRAI | FT                                 |   |

|        |   | BRIEFS  |            |        |        |        |                                      |   |
|--------|---|---|------------|--------|--------|--------|--------------------------------------|---|
| DOCKET | -   | AIRCRAFT DATA                                 | INJUR      | IES    | ç      | MIN    |                                      | PILOT DATA  |
| -3834  |   | PIPER PA-24<br>N-8923P<br>DAMAGE -SUBSTANTIA  | CR-<br>PX- |        |        |        |                                      |   |
|        | TYPE UF ACCIDENT<br>MISCELLANEOUS<br>GROUND-WATER LOOP-SWERVE   | DANAGE SOUSTANITA                             | -          |        | 1      | AKEC   | OPERATION<br>DFF RUN<br>DFF ABORTED  |   |
|        | PROBABLE CAUSE<br>LANDING GEAR - WHEELS,1<br><u>MISCELLANEOUS ACTS,CONDI</u><br>PILGT IN CUMMAND - INAC | IONS - MATERIAL FAI                           |            | N A    |        |        | LANNING                              |   |
|        | FACTOR<br>MISCELLANEOUS ACTS,CONDIT<br>REMARKS- LEFT TIRE BLEW ON T                                     |   | DED AI     | RCR    | AFT    | -wei   | GHT-AND/OR C.G.                      |   |
| -3835  | 10/3/67 SUNDANCE,WYO<br>TIME - 1440   | MOONEY M20B<br>N-74720<br>DAMAGE -SUBSTANTIA  |            | 0<br>0 | 0      | 1<br>1 | NONCOMMERCIAL<br>BUSINESS            | PRIVATE, AGE 30, 363 TOTAL<br>Hours, 66 in type.                |
|        | TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWERVE<br>COLLIDED WITH FENCE,FENC                                | EPOSTS  |            |        | Ĺ      | AND    | OPERATION<br>NG ROLL<br>NG GO-AROUND |   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - IMPF<br>PILOT IN COMMAND - IMPR<br>FACTOR                          | OPER COMPENSATION FOR                         |            |        |        |        |                                      |   |
|        | WEATHER - UNFAVORABLE &<br>WEATHER - HIGH DENSITY<br>REMARKS- LT QUARTERING H-WIN                       | ALTITUDE                                      | KTS.DE     | NSI    | ŦΥ     | ALT    | 7000.                                |   |
| -3836  | 10/28/67 AUSTIN,TEX<br>TIME - 1035  | CESSNA 150G<br>N-3737J<br>DAMAGE -SUBSTANTIAI |            | 0<br>0 | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>TRAINING            | STUDENT, AGE 20, 51 TOTAL<br>Hours, 28 in type.                 |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH AUTOMOBILE  |   | L          |        |        |        | OPERATION<br>To Takeoff              |   |
|        | PROBABLE CAUSE<br>PILOT IN CUMMAND - FAIL<br>REMARKS- RT WING STRUCK GAS                                |   | BJECTS     | OR     | 08     | STRU   | CTIONS                               |   |
| -3837  | 10/29/67 MUSCLE SHOALS,ALA<br>TIME - 1438   | PIPER PA-23<br>N-4776P<br>DAMAGE -SUBSTANTIAI | CR-<br>PX- | 0<br>0 | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>Pleasure            | COMMERCIAL,FL.INSTR., AGE 48,<br>1500 TOTAL HOURS, 100 IN TYPE. |
|        | TYPE OF ACCIDENT<br>Gear retracted  |   | _          | P      |        |        | OPERATION<br>NG ROLL                 |   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - INAD   | VERTENTLY RETRACTED GE                        | EAR        |        |        |        |                                      |   |

| DOCKET |   | LOCATION  |  | INJUR        | IES<br>F | SM  | /N             | FLIGHT<br>PURPOSE                                 | PILOT DATA                     |                           |
|--------|---|---|--|--------------|----------|-----|----------------|---|--------------------------------|---------------------------|
|        | 10/29/67 0  |   | CESSNA 150F<br>N-8793G                       | CR-<br>PX-   | 0        | 0   | 1 1            |   | STUDENT, AGE<br>Hours, All In  |                           |
|        | TYPE OF ACCI<br>UNDERSHOO<br>GEAR COLI  | T   | DAMAGE -SUBSTANTIA                           | L            |          | LA  | NDING          | DPERATION<br>5 FINAL APPROACH<br>5 LEVEL OFF/TOUG |                                |                           |
|        | FACTOR  | COMMAND - MISJU   | UDGED DISTANCE,SPEED,<br>Ions – Overload Fai |              | TITU     | DE  |                |   |                                |                           |
| 3-3839 | 11/4/67 ST<br>TIME - 1500   | CHARLES,MO  | PIPER PA-22<br>N-47082<br>DAMAGE -SUBSTANTIA |              | 0<br>0   | 0   |                | INSTRUCTIONAL<br>TRAINING                         | STUDENT, AGE<br>Hours, All In  |                           |
|        |   | IDENT<br>ATER LOOP-SWERVE<br>WITH DITCHES   |  | -            |          | TA  | KEOFF          | DPERATION<br>= RUN<br>= Aborted                   |                                |                           |
|        | PROBABLE CAU<br>PILOT IN  |   | D TO MAINTAIN DIRECT                         | IONAL        | CONT     | ROL |                |   |                                |                           |
| 3-3840 | 11/4/67 CC<br>TIME - 1210   | )<br>)<br>)   | CESSNA 172<br>N-86950<br>Damage -Substantia  | CR-<br>PX-   | 0<br>0   | 0   |                | INSTRUCTIONAL<br>TRAINING                         | STUDENT, AGE<br>Hours, 37 in T | 27, 41 TOTAL<br>YPE.      |
|        | TYPE OF ACCI<br>Hard Land<br>Gear Cull  | DING  | BARACE SUBSTANTIA                            | -            |          | LA  | NDING          | DPERATION<br>G LEVEL OFF/TOUG<br>G LEVEL OFF/TOUG |                                |                           |
|        | FACTOR<br>WEATHER<br>MISCELLAN<br>MISCELLAN<br>WEATHER BRIE<br>WEATHER FORE         | COMMAND - IMPRO<br>- UNFÁVORABLE WI<br>HEOUS ACTS.CONDITI   | IONS - DOWNWIND<br>IONS - OVERLOAD FAI       |              | LAND     | ING |                |   |                                |                           |
| 3-3841 | 11/4/67 CE<br>TIME - 0830   | DAREDGE,COLO  | PIPER PA-24<br>N-7254P<br>DAMAGE -SUBSTANTIA |              | 0<br>0   | 0   | 1 N<br>3       | IONCOMMERCIAL<br>Pleasure                         | COMMERCIAL,<br>Hours, 192 In   | AGE 47, 674 TOTA<br>TYPE. |
|        |   | IDENT<br>MILURE OR MALFUNCT<br>WITH TREES   |  | -            | PH       | IN  | FLIGH          | DPERATION<br>NT NORMAL CRUISE<br>G OTHER          | E                              |                           |
|        | MISCELLAN<br>MISCÉLLAN<br>WEATHER -<br>WEATHER BRIE<br>WEATHER BRIE<br>WEATHER FORE | COMMAND - IMPRO<br>HEOUS ACTS,CONDITI<br>HEOUS ACTS,CONDITI<br>TURBULENCE IN<br>DOWNDRAFTS,UPD<br>FING - NO BRIEFIN<br>CAST - UNKNOWN | RAFTS  | R•/FAI<br>DR | LED      | то  | ERPLA<br>JSE C | NT CONTROLS<br>ARB.HEAT/DEICING                   | ; EQUIP.                       |                           |

| BRIEFS OF ACCIDENTS |   |   |   |  |   |  |  |  |  |  |
|---------------------|---|---|---|--|---|--|--|--|--|--|
|                     | LOCAT ION   | AIRCRAFT DATA   | INJURI  | ES<br>F  | S I   | 4/N  | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |
|                     |   | LUSCOMBE 8A<br>N-45518  | С R —<br>Р X —  |  |   |  |  | STUDENT, AGE 25, 32<br>HOURS, ALL IN TYPE.   | TOTAL  |  |
|                     |   |   |   |  |   |  |  |  |  |  |
|                     |   | PER OPERATION OF BRAM   | KES AND   | /0F  | FL  | IGH  | T CONTROLS   |  |  |  |
|                     |   | N-6415Z   | PX-   | 0<br>0   | 0<br>0  | 1<br>0   | COMMERCIAL<br>AERIAL APPLIC  | COMMERCIAL+FL.INSTR.,<br>2180 TOTAL HOURS, 150   | AGE 27,<br>IN TYPE.  |  |
|                     |   |   |   |  |   |  |  |  |  |  |
| PILOT IN            | COMMAND - MISJU   | IDGED CLEARANCE   |   |  |   |  |  |  |  |  |
|                     |   | N-6897W   | PX-   | 0<br>0   | 0<br>0  | 1<br>0   | INSTRUCTIONAL<br>TRAINING  |  | TOTAL  |  |
| GROUND-W            | ATER LOOP-SWERVE  |   | -   |  | LA  | NDI  | NG ROLL  |  |  |  |
|                     |   | D TO MAINTAIN DIRECTI   | CONAL C   | ONT  | ROL   | -  |  |  |  |  |
| MISCELLÀ            | ŃEOUS AĊTS <b>,condit</b> i   | ONS - OVERLOAD FAIL   | URE   |  |   |  |  |  |  |  |
|                     | HDENIX;ARIZ<br>D  |   |   | 0<br>0   | 0<br>0  | 1<br>1   | NONCOMMERCIAL<br>PLEASURE  | PRIVATE, AGE 50, 700<br>Hours, All In Type.  | TOTAL  |  |
|                     |   |   |   |  |   |  |  | CHDOWN   |  |  |
| PILOT IN<br>FACTOR  | CUMMAND - FAILE   |   |   |  | E   |  |  |  |  |  |
|                     | 11/5/67 T<br>TIME - 100<br>TYPE OF ACC<br>NUSE OVE<br>PROBABLE CA<br>PILOT IN<br>11/5/67 E<br>TIME - 131<br>TYPE OF ACC<br>COLLIDED<br>PROBABLE CA<br>PILOT IN<br>FIRE AFTER<br>11/5/67 M<br>TIME - 154<br>TYPE OF ACC<br>GROUND-<br>GEAR COL<br>PROBABLE CA<br>PILOT IN<br>FACTOR<br>11/5/67 P<br>TIME - 213<br>TYPE OF ACC<br>WHEELS-U<br>PROBABLE CA<br>PILOT IN<br>FACTOR | DATE LOCATION<br>11/5/67 THOMASVILLE,NC<br>TIME - 1000<br>TYPE OF ACCIDENT<br>NUSE OVER/DOWN<br>PROBABLE CAUSE<br>PILOT IN COMMAND - IMPRO<br>11/5/67 EL CENTRO,CALIF<br>TIME - 1315<br>TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/POLES<br>PROBABLE CAUSE<br>PILOT IN COMMAND - MISJU<br>FIRE AFTER IMPACT<br>11/5/67 MONTEREY,CALIF<br>TIME - 1545<br>TYPE OF ACCIDENT<br>GEAR COLLAPSED<br>PROBABLE CAUSE<br>PILOT IN COMMAND - FAILE<br>FACTOR<br>PROBABLE CAUSE<br>PILOT IN COMMAND - FAILE<br>FACTOR<br>PROBABLE CAUSE<br>PILOT IN COMMAND - FAILE<br>FACTOR | DATELOCATIONAIRCRAFT DATA11/5/67THOMASVILLE,NCLUSCOMBE 8ATIME - 1000N-45518TYPE OF ACCIDENTN-45518NUSE OVER/DOWNDAMAGE -SUBSTANTIANPROBABLE CAUSEPILOT IN COMMAND -II/5/67EL CENTRO,CALIFPIPER PA-25TIME - 1315N-64152DAMAGE -SUBSTANTIANCOLLIDED WITH WIRES/POLESPROBABLE CAUSEDAMAGE -SUBSTANTIANPROBABLE CAUSEMAGE -SUBSTANTIAN11/5/67MONTEREY,CALIFPIPER PA-28TIME - 1545N-6897WDAMAGE -SUBSTANTIANDAMAGE -SUBSTANTIANTYPE OF ACCIDENTOAMAGE -SUBSTANTIANGEUND-WATER LOOP-SWERVEGEAR COLLAPSEDPROBABLE CAUSEPLOT IN COMMAND -FAILED TO MAINTAIN DIRECTIFACTORMISCELLÄNEOUS ACTS,CONDITIONS -OVERLOAD FAIL11/5/67PHOENIX,ARIZCESSNA 210TIME - 2130N-9678TDAMAGE -SUBSTANTIANTYPE OF ACCIDENTWHEELS-UP LANDINGPROBABLE CAUSEPILOT IN CUMMAND -FAILED TO EXTEND LANDING (FACTOR) | DATE LOCATION AIRCRAFT DATA INJURI<br>11/5/67 THOMASVILLE,NC LUSCOMBE 8A CR-<br>TIME - 1000 N-45518 PX-<br>DAMAGE -SUBSTANTIAL<br>TYPE OF ACCIDENT<br>NUSE OVER/DOWN<br>PROBABLE CAUSE<br>PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND<br>11/5/67 EL CENTRO,CALIF PIPER PA-25 CR-<br>TIME - 1315 N-64152 PX-<br>DAMAGE -SUBSTANTIAL<br>TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/POLES<br>PROBABLE CAUSE<br>PILOT IN COMMAND - MISJUDGED CLEARANCE<br>FIRE AFTER IMPACT<br>11/5/67 MONTEREY,CALIF PIPER PA-28 CR-<br>TIME - 1545 N-6897M PX-<br>DAMAGE -SUBSTANTIAL<br>TYPE OF ACCIDENT<br>GRUND-WATER LOOP-SWERVE<br>GEAR COLLAPSED<br>PROBABLE CAUSE<br>PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL C<br>FACTOR<br>MISCELLÄNEOUS ACTS,CONDITIONS - OVERLOAD FAILURE<br>11/5/67 PHOENIX,ARIZ CESSNA 210 CR-<br>TIME - 2130 N-9678T PX-<br>DAMAGE -SUBSTANTIAL<br>TYPE OF ACCIDENT<br>WHEELS-UP LANDING<br>PROBABLE CAUSE<br>PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR<br>FILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR<br>FACTOR | DATE       LOCATION       AIRCRAFT DATA       INJURIES         I1/5/67       THME - 1000       F       F         I1/5/67       THOMASVILLE,NC       LUSCOMBE BA       CR-0         TYPE OF ACCIDENT       N-45518       PX-0         NUSE OVER/DOWN       PH       DAMAGE -SUBSTANTIAL       PF         PROBABLE CAUSE       PILDT IN COMMAND -       IMPROPER OPERATION OF BRAKES AND/OF         11/5/67       EL CENTRO, CALIF       PIPER PA-25       CR-0         TYPE OF ACCIDENT       N-64152       PX-0         COLLIDED WITH       WIRES/POLES       PA-0         PROBABLE CAUSE       PILOT IN COMMAND -       MISJUDGED CLEARANCE         FIRE AFTER IMPACT       PILOT IN COMMAND -       MISJUDGED CLEARANCE         11/5/67       MONTEREY, CALIF       PIPER PA-28       CR-0         11/5/67       MONTEREY, CALIF       PIPER PA-28       CR-0         11/5/67       MONTEREY, CALIF       PIPER PA-28       CR-0       0         11/5/67       MONTEREY, CALIF       PIPER PA-28       CR-0       0         TYPE OF ACCIDENT       N-6897W       PX-0       0       0         GRAUND-WATER LOOP-SWERVE       GEAR COLLAPSE0       PX-0       0         PROBABLE CAU | DATE       LOCATION       AIRCRAFT DATA       INJURIES         F       S       F       S       F       S       F       S       F       S       F       S       F       S       F       S       F       S       F       S       F       S       T       F       S       N       F       S       N       T       F       S       N       T       T       F       S       N       T | DATE       LOCATION       AIRCRAFT DATA       INJURIES         F       S M/N         11/5/67       THMAASVILLE,NC       LUSCOMBE BA       CR-0001         TIME - 1000       N-45518       PX-0000         TYPE OF ACCIDENT       PASE OF         NUSE OVER/DOWN       PHASE OF         PROBABLE CAUSE       PILOT IN COMMAND -         I1/5/67       EL CENTRO, CALIF       PIPER PA-25         CR-000       0         TYPE OF ACCIDENT       N-64152         COLLIDED WITH WIRES/POLES       DAMAGE -SUBSTANTIAL         PROBABLE CAUSE       PHASE OF         COLLIDED WITH WIRES/POLES       INFLI         PROBABLE CAUSE       PILOT IN COMMAND -         MINSUMPATER LADOP-SWERVE       CR-000         GEAR COLLAPSED       PASE OF         PHOBABLE CAUSE       PILOT IN COMMAND -         FILOT IN COMMAND -       FAILED TO MAINTAIN DIRECTIONAL CONTROL         FACTOR       MISCELLÂNEOUS ACTS, CONDITIONS -       OVERLOAD FAILURE         11/5/67       PHOENIX, ARIZ       CESSNA 210       CR-001         FACTOR       N-9678T       PX-0001       DAMAGE -SUBSTANTIAL         PYPE OF ACCIDENT       N-9678T       PX-0001       ON         MISCELLÂNEOUS | DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT<br>F S M/N PURPOSE<br>LI/5/67 THOMASVILLE,NC LUSCOMBE BA<br>TIME - 1000 CALLENC LUSCOMBE BA<br>TYPE OF ACCIDENT<br>NUSE OVER/DOWN CALLENC CALLENC CALLEND<br>PROBABLE CAUSE<br>PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS<br>LI/5/67 EL CENTRO,CALLE PIPER PA-25 CR- 0 0 1 COMMERCIAL<br>TIME - 1315 N-64152 PX- 0 0 0 AERIAL APPLIC<br>DAMAGE -SUBSTANTIAL PASE OF OPERATION<br>COLLIDED WITH WIRES/POLES PX- 0 0 1 COMMERCIAL<br>PROBABLE CAUSE<br>PILOT IN COMMAND - MISJUDGED CLEARANCE<br>FIRE AFTER IMPACT PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL<br>TYPE OF ACCIDENT<br>GRUJNO-MATER LOOP-SWERVE CALLE PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL<br>TYPE OF ACCIDENT<br>GRUJNO-MATER LOOP-SWERVE CALLE PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL<br>TYPE OF ACCIDENT<br>GRUJNO-MATER LOOP-SWERVE CALLE PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL<br>TYPE OF ACCIDENT<br>GRUJNO-MATER LOOP-SWERVE CALLE PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL<br>TYPE OF ACCIDENT<br>GRUJNO-MATER LOOP-SWERVE CALLE PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL<br>TYPE OF ACCIDENT<br>GRUJNO-MATER LOOP-SWERVE CALLE PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL<br>TYPE OF ACCIDENT<br>GRUJNO-MATER LOOP-SWERVE CALLE PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL<br>TYPE OF ACCIDENT<br>GRUJNO-MATER LOOP-SWERVE CALLEND PX- 0 0 0 TRAINING<br>TYPE OF ACCIDENT<br>MAGE -SUBSTANTIAL PHASE OF OPERATION<br>LANDING ROLL<br>ANDING ROLL<br>ANDING ROLL<br>ANDING ROLL<br>11/5/67 PHOENIX,ARIZ CESSNA 210 CR- 0 0 1 NONCOMMERCIAL<br>TIME - 2130 N-9678T PX- 0 0 1 PLEASURE<br>DAMAGE -SUBSTANTIAL<br>TYPE OF ACCIDENT<br>WHELES-UP LANDING PAILED TO EXTEND LANDING GEAR<br>PLOT IN COMMAND - FAILED TO EXTEND LANDING GEAR<br>PLOT IN COMMAND - FAILED TO EXTEND LANDING GEAR<br>PLOT IN COMMAND - FAILED TO EXTEND LANDING GEAR | DATE       LOCATION       AIRCRAFT DATA       INJURIES       FLIGHT       PILOT DATA         11/5/57       THOMASVILLE,NC       LUSCOMBE BA       CR-0001       INSTRUCTIONAL       STUDENT, AGE 25, 32         11/5/57       THME - 1000       N-45518       DAMAGE - SUBSTANTIAL       PHASE OF OPERATION       HOURS, ALL IN TYPE, AGE 25, 32         TYPE OF ACCIDENT       DAMAGE - SUBSTANTIAL       PHASE OF OPERATION       LANDING ROLL       HOURS, ALL IN TYPE, AGE 25, 32         11/5/67       EL CENTRO, CALIF       PIPER PA-25       CR-0001       COMMERCIAL       COMMERCIAL APPLIC       COMMERCIAL, FL, INSTR., INSTR., INSTR., INSTRUCTIONAL         11/5/67       EL CENTRO, CALIF       PIPER PA-25       CR-0001       CR-0001       COMMERCIAL APPLIC       COMMERCIAL APPLIC       COMMERCIAL APPLIC         11/5/67       EL CENTRO, CALIF       PIPER PA-25       CR-000       AERIAL APPLIC       COMMERCIAL APPLIC       COMMERCIAL APPLIC         11/5/67       MORAND -       MISSIDUGED CLEARANCE       PX-00000       AERIAL APPLIC       COMMERCIAL APPLIC       COMMERCIAL APPLIC         11/5/67       MONTEREY, CALIF       PIPER PA-28       CR-0001       INSTRUCTIONAL       HOURS, ALL IN TYPE,         11/5/67       MONTEREY, CALIF       PIPER PA-28       CR-0001       TAINING       HOURS, ALL |  |

| DOCKET | DATE   | LOCATION   | AIRCRAFT DATA  | INJUR          |     |      | M/N |    | FL IGHT<br>PURPOSE          | PILOT DATA             | N Contraction of the second seco |
|--------|--|--|--|----------------|-----|------|-----|----|-----------------------------|------------------------|--|
| 3-3846 | 11/5/67 R<br>TIME - 164  | ED BLUFF,CALIF<br>5  | CESSNA 210<br>N-3872Y<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-     |     |      |     | 1  | NONCOMMERCIAL<br>BUSINESS   | PRIVATE,<br>Hours, 150 | AGE 49, 5500 TOTAL<br>IN TYPE.   |
|        | TYPE OF ACCIDENT PHASE OF OPERATION<br>WHEELS-UP LANDING |  |  |                |     |      |     |    |                             |                        |  |
|        | HYDRAULI<br>MISCELLA<br>MISCELLA<br>EMERGENCY C  | GEAR — NORMAL RET<br>C SYSTEM — SEALS<br>ÑEOUS ACTS,CONDITIC<br>NEOUS ACTS,CONDITIC<br>IRCUMSTANCES — PREC<br>SUSF | RACTION/EXTENSION A<br>DNS - LEAK/LEAKAGE<br>DNS - MATERIAL FAI<br>AUTIONARY LANDING O<br>PECTED MECHANICAL DI<br>HE PUMP PLUNGER DETE | LURE<br>N AIRP | ORI |      |     |    |                             |                        |  |
| 3-3847 | 11/5/67 C<br>TIME - 090  | RESTON,IOWA<br>O   | PIPER PA-28<br>N-5256W<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-     |     |      |     |    | INSTRUCTIONAL<br>TRAINING   | STUDENT,<br>Hours, 19  | AGE 24, 22 TOTAL<br>In Type.   |
|        | TYPE OF ACC<br>OVERSHOO<br>COLLIDED  |  | NT PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN   |                |     |      |     |    |                             |                        |  |
|        | PILOT IN   | COMMAND - MISJUE   | DGED DISTANCE AND SP<br>) TO INITIATE GO-ARC   |                |     |      |     |    |                             |                        |  |
| -3848  | 11/5/67 A<br>TIME - 163  | MARILLO,TEX<br>0   | BELLANCA 14-19<br>N-7662B<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-     |     |      |     |    | NONCOMMERCIAL<br>BUSINESS   | PRIVATE,<br>Hours, 850 | AGE 45, 5000 TOTAL<br>In Type.   |
|        | TYPE OF ACC<br>Gear Ret  |  |  | -              | I   |      |     |    | OPERATION<br>TO TAKEOFF     |                        |  |
|        | PROBABLE CA<br>MISCELLA  | USE<br>Neous – Undetermi   | NED  |                |     |      |     |    |                             |                        |  |
| -3849  | 11/6/67 P<br>TIME - 143  | ORT HEIDEN,ALAS<br>0   | PIPER PA-12<br>N-2945M<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-     |     |      |     | ł  | NONCOMMERCIAL<br>BUSINESS   | PRIVATE,<br>Hours, 68  | AGE 40, 700 TOTAL<br>In type.  |
|        |  | IDENT<br>ATER LOOP-SWERVE<br>WITH WIRES/POLES  |  | -              | 1   | 1    |     | OF | OPERATION<br>F RUN<br>F RUN |                        |  |
|        | PILOT IN   | COMMAND - SELECT   | TED UNSUITABLE TERRA<br>) TO MAINTAIN DIRECT   |                | col | NTRI | DL  |    |                             |                        |  |
|        |  | - SANDY  |  |                |     |      |     |    |                             |                        |  |
|        | WEATHER FOR  | EFING - NO BRIEFING<br>ECAST - UNKNOWN<br>KE OFF ATTEMPTED ON  | ; RECEIVED<br>N STRIP 600 FT LONG,   | 15 FT          | ыл  | DE.  | LEE | т. |                             | REES 15 KNOTS          | GUSTING  |

DOCKET DATE LOCATION AIRCRAFT DATA INJURIES **FLIGHT** PELOT DATA F S M/N PURPOSE \_\_\_\_\_ 3-3850 11/6/67 HAMBURG. TOWA CESSNA 150 (R - 0 0 1)INSTRUCTIONAL STUDENT. AGE 36. 27 TOTAL TIME - 1215 N-3128J PX- 0 0 0 SOLO HOURS. 4 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL DEF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PTIOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE 3-385) 11/6/67 CAVE CREEK.ARIZ AFRONCA 7AC CR- 0 0 1 INSTRUCTIONAL NONE. AGE 25. 76 TOTAL HOURS. 8 IN TYPE. TIME - 0800 N-81474 PX- 0 0 0 TRAINING 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- LANDED ON DRY LAKE BED, GROUND SOFT. 3-3852 11/6/67 BANNER+ILL MOONEY MOOE COMMERCIAL, FL. INSTR., AGE 33, TIME ~ 1602 N-3228F PX- 0 0 2 AIR TAXI - PASSG 5250 TOTAL HOURS, 250 IN TYPE, DAMAGE - SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION BIRD STRIKE INFLIGHT NORMAL CRUISE PROBABLE CAUSE MISCELLANEOUS - BIRD COLLISION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- DUCK STRUCK RIGHT WING. NO FURTHER DAMAGE ON LANDING. STUDENT. AGE 31, 56 TOTAL 3-3853 11/6/67 CURP.CHRISTI, TEX CESSNA 150 CR- 0 0 1 INSTRUCTIONAL TIME - 1724 N-6867F PX- 0 0 0 SOLO HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION INFLIGHT DESCENDING 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 MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

BRIEFS OF ACCIDENTS

AIRCRAFT DATA INJURIES FLIGHT LOCATION PILOT DATA DOCKET DATE F S M/N PURPOSE 3-3854 11/7/67 JOLON, CALIF N.AMERICAN AT-6 CR- 0 0 1 MISCELLANEOUS PRIVATE, AGE 63, 935 TOTAL PX- 0 0 1 N-9809C TIME - 1600 OTHER HOURS, 462 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN WHEELS-UP LANDING PROBABLE CAUSE PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR REMARKS- PROJECTILE DROP TEST. CR- 0 0 1 NONCOMMERCIAL 3-3855 9/24/67 NR.INDEPENDENCE, KANS PIPER PA-22 COMMERCIAL, AGE 34, 975 TOTAL PX- 0 0 1 TIME - 0900 N-99570 PLEASURE HOURS, 750 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF ABORTED GEAR COLLAPSED NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF PILOT IN CUMMAND - SELECTED UNSUITABLE TERRAIN FACTOR TERRAIN - WET, SOFT GROUND MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-3856 9/25/67 NR.CHARITON, IOWA PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL. INSTR., AGE 28, TIME - 0845 N-9428J PX- 0 0 0 BUSINESS 1750 TOTAL HOURS, 30 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES TAKEOFF INITIAL CLIMB PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR MISCELLANEOUS ACTS, CONDITIONS - FAILED TO USE ALL AVAILABLE RUNHAY TERRAIN - HIGH VEGETATION TERRAIN - ROUGH/UNEVEN TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES -FORCED LANDING OFF AIRPORT ON LAND REMARKS- ACFT HAD LANDED IN AREA DUE TO FUEL EXHAUSTION. STUDENT, AGE 26, 38 TOTAL 3-3857 9/28/67 COOLIDGE.ARIZ PIPER PA-22 CR- 0 0 1 INSTRUCTIONAL N-2914P TIME - 0730 PX- 0 0 0 TRAINING HOURS, 8 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- WIND 15 KTS WITH GUSTS.LANDED WITH QUARTERING TAIL WIND.

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE NONCOMMERCIAL 3-3858 10/29/67 MINERSVILLE, PA PIPER PA-28 CR-001 PRIVATE, AGE 44, 286 TOTAL HOURS, 150 IN TYPE. TIME - 1800 M-6988W PX- 0 0 1 PLEASURE DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH ANIMALS LANDING ROLL PROBABLE CAUSE MISC-DEER RAN IN FRONT OF ACFT. 3-3859 10/29/67 CHINO, CALIF CESSNA 150 NONCOMMERCIAL CR- 0 0 1 PRIVATE, AGE 36, 300 TOTAL TIME - 1900 N-8887G PX- 0 0 0 PLEASURE HOURS, 92 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAXI TO TAKEOFF PROBABLE CAUSE PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- FLD UNICOM ADVISED PLT WINDS 40K GUSTING TO 50K. BEECH M35 3-3860 11/9/67 LIVERMORE,CALIF CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 34, 500 TOTAL TIME - 1400 N-9845R PX- 0 0 1 PLEASURE HOURS, 200 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 EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- LANDING ABORTED WHEN PROP TIPS STRUCK RUNWAY.EXECUTED GO-AROUND, NG FURTHER DAMAGE ON LANDING. 3-3861 11/7/67 FT.LAUDERDALE.FLA BEECH B35 CR- 0 0 1 PRIVATE, AGE 36, 1200 TOTAL NONCOMMERCIAL N-5555K TIME - 1240 PX-004 PLEASURE HOURS, 500 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT GEAR RETRACTED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE LANDING GEAR - GEAR LOCKING MECHANISM MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- LANDING GEAR ROLLERS FOUND FROZEN CAUSING RIGHT GEAR TO HANG UP.

|        |   |  | BRIEFS  | OF AC         | CIDE  | INTS                                |      |                           |  |  |  |  |  |
|--------|---|--|---|---------------|---|-------------------------------------|------|---------------------------|--|--|--|--|--|
| OCKET  | DATE                                      | LOCATION   | AIRCRAFT DATA                                     | INJU          |   |                                     | M/N  | FLIGHT<br>PURPOSE         | PILOT DATA   |  |  |  |  |
| -3862  | 8/11/67 G<br>TIME - 075                   | REENVILLE,SC<br>0  | PIPER PA-24<br>N-7140P<br>DAMAGE -SUBSTANTIA      |               |   |                                     |      | NONCOMMERCIAL<br>BUSINESS | PRIVATE, AGE 30, 455 TOTAL<br>HOURS, 123 IN TYPE.            |  |  |  |  |
|        | TYPE OF ACC<br>WHEELS-U                   | IDENT<br>P LANDING   | DARKE SUBJERTIN                                   | -             | PHASE OF OPERATION<br>Landing level off/touchdown |                                     |      |                           |  |  |  |  |  |
|        | FACTOR                                    | COMMAND - FAIL   | ED TO EXTEND LANDING<br>Ions – Checklist-Fa       |               | то и  | JSE                                 |      |                           |  |  |  |  |  |
| 3-3863 | 9/2/67 B<br>TIME - 101                    | EMIDJI,MINN<br>O   | PIPER PA-22<br>N-8963D<br>DAMAGE -SUBSTANTIA      |               |   |                                     |      | NONCOMMERCIAL<br>Pleasure | PRIVATE, AGE 31, 75 TOTAL<br>Hours, All In Type.             |  |  |  |  |
|        | TYPE OF ACC<br>GEAR COL                   |  |   | -             | F   | PHASE OF OPERATION<br>Landing other |      |                           |  |  |  |  |  |
|        | WEATHER<br>FACTOR<br>PILOT IN<br>MISCELLA | COMMAND - IMPR<br>- UNFAVORABLE W<br>Command - Atte<br>Negus Acts;condit | MPTED OPERATION BEYON<br>IONS - OVERLOAD FAI      | D EXP<br>LURE | ERI   | ENCE                                | /ABI | LITY LEVEL                | F RNWY,DROPPED NOSE LOW.                                     |  |  |  |  |
| -3864  | 10/8/67 A<br>TIME - 130                   | DELANTO,CALIF<br>O   | SCHWEIZER SGS233<br>N-2430W<br>DAMAGE -SUBSTANTIA | PX-           |   |                                     |      | INSTRUCTIONAL<br>DUAL     | COMMERCIAL.FL.INSTR., AGE 43<br>634 TOTAL HOURS, 38 IN TYPE. |  |  |  |  |
|        | TYPE OF ACC<br>FIRE OR                    | -  | 1   |               |   | OPERATION<br>NG ROLL                |      |                           |  |  |  |  |  |
|        |   | RHEATED STEEL SKI  | D SHOE IGNITED COVERI<br>265 FT ON EL MIRAGE D    |               | ĸe  |                                     |      |                           |  |  |  |  |  |
| 3-3865 | 10/11/67 L<br>TIME - 154                  |  | CESSNA 402<br>N-3254Q<br>DAMAGE -SUBSTANTIA       | CR-<br>PX-    |   |                                     |      | INSTRUCTIONAL<br>DUAL     | COMMERCIAL, AGE 42, 8500<br>Total Hours, 120 in Type.        |  |  |  |  |
|        | TYPE OF ACC<br>MISCELLA                   |  |   | -             | 1   |                                     |      | OPERATION                 | UCHDOWN  |  |  |  |  |
|        | FACTOR<br>MÍSCELLA                        | GEAR - BRAKING<br>NEOUS ACTS,CONDIT                                      | IONS - MISSING                                    | IN P          | ARK   | ING                                 | BRAN | E MISSING ALLOWE          | D SELECTOR TO MOVE TO ON.                                    |  |  |  |  |

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| DOCKET |  | LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N   | FL IGHT<br>PURPOSE                | PILOT DATA  |  |  |  |  |
|--------|--|--|--|---|-----------------------------------|---|--|--|--|--|
| 3-3866 |  | UTH BEND, IND  | CESSNA 337<br>N-6324F<br>DAMAGE -SUBSTANTI   | PX- 0 0 3   | NONCOMMERCIAL<br>PLEASURE         | COMMERCIAL,FL.INSTR., AGE 26:<br>1341 TOTAL HOURS, 8 IN TYPE. |  |  |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION<br>ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE<br>WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN |  |  |   |                                   |   |  |  |  |  |
|        | MISCELLAN<br>PÓWERPLAR<br>MISCELLAN<br>POWERPLAN<br>MISCELLAN<br>PILOT IN<br>PILOT IN<br>FACTOR<br>MISCELLAN<br>EMERGENCY CI         | T - ENGINE STRUCT<br>EOUS ACTS,CONDITI<br>T - CÖÖLING SYSTE<br>EOUS ACTS,CONDITI<br>T - ENGINE CONTRO<br>EOUS ACTS,CONDITI<br>COMMAND - ATTEM<br>COMMAND - IMPRO<br>EOUS ACTS,CONDITI<br>RCUMSTANCES - FOR | DNS - MISSING<br>LS-COCKPIT - THRO<br>DNS - JAMMED<br>PTED OPERATION W/KNI<br>PER IN-FLIGHT DECIS<br>DNS - FAILURE OF<br>CED LANDING OFF AIR | TTLE-POWER LEVER<br>OWN DEFICIENCIES<br>IONS OR PLANNING<br>TWO OR MORE ENGIN<br>PORT ON LAND | IN EQUIPMENT                      | S BURNED.INTNTL GR UP LDG                                     |  |  |  |  |
| -3867  | 10/18/67 MA<br>TIME - 1125   | RYSVILLE,CALIF   | CESSNA 150<br>N-6680F<br>Damage -substantij  | CR- 0 0 1<br>PX- 0 0 0  |                                   | STUDENT, AGE 22, 10 TOTAL<br>Hours, all in type.              |  |  |  |  |
|        |  | TER LOOP-SWERVE  | PPROACH LIGHTS   | PHASE OF<br>LANDI   | OPERATION<br>Ing Roll<br>Ing Roll |   |  |  |  |  |
|        | PROBABLE CAU<br>Pilot in   |  | PER OPERATION OF BRA   | AKES AND/OR FLIGH   | IT CONTROLS                       |   |  |  |  |  |
| 3-3868 | 10/18/68 BA<br>TIME - 1756   |  | CESSNA 150<br>N-89155<br>DAMAGE -SUBSTANTI   | PX- 0 0 0   | INSTRUCTIONAL<br>TRAINING         | STUDENT, AGE 26, 64 TOTAL<br>Hours, 50 In Type.               |  |  |  |  |
|        | TYPE OF ACCI<br>Ground-Wa<br>Nuse over   | TER LOOP-SWERVE  |  | LANDI   | OPERATION<br>Ng Roll<br>Ng Roll   |   |  |  |  |  |
|        | PILOT IN   | COMMAND - IMPRO<br>Command - DIVER   | PER OPERATION OF BRA<br>TED ATTENTION FROM (<br>ON AWAY FROM OUTSID)   | OPERATION OF AIRC   | RAFT                              |   |  |  |  |  |

| DOCKET             | DATE  | LOCATION   | AIRCRAFT                              |                      | F              | S      | M/N    |                                      | PILOT DA                    | TA  |
|--------------------|---|--|---------------------------------------|----------------------|----------------|--------|--------|--------------------------------------|-----------------------------|---|
| 3-3869             | 10/18/67 S<br>TIME - 074  | AN ANGELO, <b>tex</b><br>5   | LUSCOMBE 8<br>N-2488K<br>DAMAGE -SUB  |                      |                | 0<br>0 | 1<br>0 | NONCOMMERCIA<br>PLEASURE             | AL COMMERCIA<br>HOURS, 47   | L, AGE 25, 550 TO<br>5 IN TYPE.           |
|                    | TYPE OF ACC<br>GROUND-W<br>NOSE OVE   | ATER LOOP-SWERVE   |                                       |                      |                | í      | LANDI  | OPERATION<br>NG ROLL<br>NG ROLL      |                             |   |
|                    | PILOT IN  | USE<br>COMMAND - IMPR<br>COMMAND - EXER<br>T ATTEMPTED TO US                         | CISED POOR JUD                        | GMENT                |                |        |        |                                      | EATS FROM RIGHT S           | IDE TO LEFT.                              |
| 3-3870             | 10/20/67 N<br>TIME - 183  | R.CANYON,TEX<br>0  | PIPER PA-18<br>N-1152C<br>DAMAGE -SUB |                      | PX- 0          | 0<br>0 | 1<br>0 | COMMERCIAL<br>Aerial Api             | COMMERCIA<br>PLIC TOTAL HOU | L, AGE 32, 2687<br>RS, 174 IN TYPE.       |
|                    | TYPE OF ACC<br>GROUND-W<br>COLLIDED   | IDENT<br>ATER LOOP-SWERVE<br>WITH FENCE,FENC   |                                       |                      |                | 1      | LANDI  | OPERATION<br>NG ROLL<br>NG ROLL      |                             |   |
|                    |   | USE<br>- LOCAL WHIRLWI<br>DG ON DIRT ROAD T  |                                       | κ.                   |                |        |        |                                      |                             |   |
| 3-3871             |   | ORRANCE,CALIF<br>5   | PIPER PA-28<br>N-6143W<br>DAMAGE -SUB |                      | PX- 0          |        |        | INSTRUCTION<br>DUAL                  |                             | L,FL.INSTR., AGE 26<br>Hours, 31 in type. |
|                    | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>COLLIDED WITH FENCE,FENCEPOSTS |  |                                       |                      |                |        | INFLI  | OPERATION<br>GHT NORMAL (<br>NG ROLL | CRUISE                      |   |
|                    | MISCELLA<br>EMERGENCY C   | USE<br>COMMAND - MISM<br>NECUS ACTS,CONDIT<br>IRCUMSTANCES - FO<br>ITCHED TO LT TANK | IONS - FUEL<br>RCED LANDING O         | STARVATI<br>FF AIRPO | ON<br>ORT ON L |        |        | CHED BACK TO                         | EMPTY RT TANK.              |   |
| <del>3-</del> 3872 | 10/21/67 A<br>TIME - 082  | RLINGTON, TEX<br>5   | CESSNA 172<br>N-4204L<br>DAMAGE -SUB  |                      | PX→ 0          | 0<br>0 | 1<br>4 | NONCOMMERCI<br>PLEASURE              | AL PRIVATE,<br>Hours, 11    | AGE 50, 495 TOTAL<br>5 IN TYPE.           |
|                    | TYPE OF ACC<br>GROUND-W<br>Nose ove   | ATER LOOP-SWERVE   |                                       |                      |                | (      | LANDI  | OPERATION<br>NG ROLL<br>NG ROLL      |                             |   |
|                    | PROBABLE CA<br>PILOT IN   | USE<br>COMMAND - IMPR  | OPER OPERATION                        | OF BRAK              | ES AND/        | OR (   | FLIGH  | T CONTROLS                           |                             |   |

BRIEFS OF ACCIDENTS DOCKET DATE LOCATION AIRCRAFT DATA INJURIES **FLIGHT** PILOT DATA PURPOSE F S M/N \_\_\_\_\_ 3-3873 10/23/67 LAS VEGAS.NEV BEECH C-18S CR- 0 0 1 MISCELLANEOUS COMMERCIAL, AGE 50, 5978 TIME - 0705 N-364R PX- 0 0 0 FERRY TOTAL HOURS, 270 IN TYPE, DAMAGE - SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED TAKEOFF RUN PROBABLE CAUSE PILOT IN COMMAND - RETRACTED GEAR PREMATURELY 3-3874 11/25/67 SAN ANTUNIO.TEX CESSNA 150G CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 24, 17 TOTAL TIME - 1115 N-2632J PX- 0 0 0 TRAINING HOURS. ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS REMARKS- HIT CULVERT EDGE OF RNWY.90 DEGREE CROSS-WIND OF 10 KTS. 3-3875 10/25/67 W HOLLYWOOD,FLA CR- 0 0 2 INSTRUCTIONAL CESSNA 150G COMMERCIAL, AGE 25, 174 TOTAL TIME - 0855 N-4744X PX- 0 0 0 HOURS. 144 IN TYPE. TRAINING DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL PILUT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT REMARKS- SOURCE OF WATER UNDETERMINED.TOUCH AND GO LNDG. 3-3876 10/27/67 OPA LOCKA, FLA PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 19, 19 TOTAL TIME - 0800 N-6773W PX- 0 0 0 TRAINING HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT 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 PILOT DATA<br>F S M/N PURPOSE   |
|--------|--|---|
| 3-3877 | 10/28/67 TR.NEVADA,TEX<br>TIME - 1500                      | CHAMPION 7ECA CR- O O 2 INSTRUCTIONAL COMMERCIAL,FL.INSTR., AGE 28<br>N-96855 PX- O O O DUAL 1014 TOTAL HOURS, 20 IN TYPE<br>Damage -Substantial    |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUN<br>STALL MUSH | PHASE OF OPERATION  |
|        | DUAL STUDENT - FAILED                                      | TIONS - SIMULATED CONDITIONS<br>TO OBTAIN/MAINTAIN FLYING SPEED<br>DEQUATE SUPERVISION OF FLIGHT  |
| 3-3878 | 10/28/67 AUSTIN,TEX<br>TIME - 1608                         | CESSNA 210 CR- O O <b>1 NONCOMMERCIAL PRIVATE, AGE 50,2000 TOTA</b><br>N-3744y PX- O O O <b>Pleasure Hours, 800 in Type.</b><br>Damage -substantial |
|        | TYPE OF ACCIDENT<br>WHEELS-UP LANDING                      | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN   |
|        | FACTOR   | LED TO ASSURE THE GEAR WAS DOWN AND LOCKED<br>TIONS - CHECKLIST-FAILED TO USE   |
| 3-3879 | 10/28/67 NR.GOTHENBURG,NEE<br>TIME - 0800                  | R PIPER J-3 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 312 TOTAL<br>N-42663 PX- 0 0 1 PLEASURE HOURS, 75 IN TYPE.<br>DAMAGE -SUBSTANTIAL              |
|        | TYPE OF ACCIDENT<br>STALL                                  | PHASE OF OPERATION<br>LANDING GO-AROUND   |
|        | PILOT IN COMMAND - DEL                                     | ECTED UNSUITABLE TERRAIN<br>AYED IN INITIATING GO-AROUND<br>LED TO OBTAIN/MAINTAIN FLYING SPEED<br>RIDGE OF A HILL.                                 |
| 3-3880 | 10/28/67 CONCORDIA,KANS<br>TIME - 1342                     | CESSNA 310 CR- O O <b>1 NONCOMMERCIAL PRIVATE, AGE 63,3500 TOTA</b><br>N-191R PX- O O <b>1 Business Hours,1000 in Type.</b><br>Damage -Substantial  |
|        | TYPE OF ACCIDENT<br>NOSE OVER/DOWN                         | PHASE OF OPERATION<br>LANDING ROLL  |
|        | MISCELLANEOUS ACTS, CONDI                                  | ECTED UNSUITABLE TERRAIN<br>TIONS - LANDED IN CONSTRUCTION AREA<br>Dequate preflight preparation and/or planning                                    |

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|       |  |  | BRIEFS   |   | IDE                               | NIS<br>    |       |                                  |                                      |              |
|-------|--|--|--|---|-----------------------------------|------------|-------|----------------------------------|--------------------------------------|--------------|
| OCKET | DATE   | LOCATION   | AIRCRAFT DATA  | INJUR   |                                   | S M/       |       | FL IGHT<br>PURPOSE               | PILOT DATA                           |              |
| -3881 | 10/29/67 B<br>TIME - 161   |  | CESSNA 150<br>N-7842Z<br>DAMAGE -SUBSTANTIA  | PX-   |                                   |            |       | NCOMMERCIAL<br>PLEASURE          | STUDENT, AGE 30<br>Hours, All In Typ |              |
|       | TYPE OF ACC<br>Hard Lan<br>Gear Col                                    | DING   |  | -   | PI                                | LAN        | DING  | PERATION<br>LEVEL OFF/TO<br>ROLL | UCHDOWN                              |              |
|       | FACTOR   | COMMAND - IMPR   | OPER LEVEL OFF<br>IONS - OVERLOAD FAI  | LURE  |                                   |            |       |                                  |                                      |              |
| 3882  | 10/29/67 F<br>TIME - 130   |  | N∎AMERICAN P-51D<br>N-5466V<br>DAMAGE -SUBSTANTIA  | PX-   |                                   |            |       | NCOMMERCIAL<br>PLEASURE          | PRIVATE, AGE 43<br>Hours, 50 in type | . 1200 TOTAL |
|       | TYPE OF ACC<br>WHEELS-U  | IDENT<br>P LANDING   |  | -   | Pł                                |            |       | ERATION<br>LEVEL OFF/TO          | UCHDOWN                              |              |
|       | PILOT IN<br>FACTOR<br>LANDING<br>MISCELLAN<br>MISCELLAN<br>EMERGENCY C | COMMAND - FAIL<br>COMMAND - FAIL<br>GEAR - SWITCHES<br>NEOUS ACTS, CONDIT<br>NEOUS ACTS, CONDIT<br>IRCUMSTANCES - PR<br>SU | ED TO ASSURE THE GEAR<br>ED TO FOLLOW APPROVED<br>LEVERS,CRANKING MECH.<br>IONS - IMPROPER EMEN<br>IONS - OVERLOAD FAIL<br>ECAUTIONARY LANDING OF<br>SPECTED MECHANICAL DIS<br>EVER FAILED. IMPROPER | PROCE<br>ANISM,<br>RGENCY<br>LURE<br>N AIRP<br>SCREPA | DURE<br>ETC.<br>PRC<br>ORT<br>NCY | S,DI       | RECTI |                                  |                                      |              |
| 3883  | 10/30/67 GI<br>TIME - 1935   |  | BEECH 95-55<br>N-303Z<br>DAMAGE -SUBSTANTIAI   | P X -   |                                   | 0 1<br>0 0 |       | NCOMMERCIAL<br>BUSINESS          | COMMERCIAL, AGE<br>Total Hours, 250  |              |
|       | TYPE OF ACC<br>GEAR COLI   |  | BANAGE SUBSTANTIA  | -   |                                   |            |       | ERATION<br>ROLL                  |                                      |              |
|       | MISCELLA<br>MAINTENA<br>FACTOR<br>MISCELLA                             | GÉAR - WHEELS,T<br>Negus Acts,condit<br>Nce,servïcing,ins  | IONS - PREVIOUS DAMA<br>PECTION - INADEQUATE<br>IONS - OVERLOAD FAIL   | MAIN  | TENA                              | NCE /      | ND I  | NSPECTION                        |                                      |              |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS \_\_\_\_\_ DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ CR- 0 0 1 3-3884 10/30/67 ENGLISH, IND PIPER PA-22 NONCOMMERCIAL COMMERCIAL, AGE 34, 5062 TIME - 1500 N-5797Z PX- 0 0 0 PLEASURE, TOTAL HOURS, 20 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF RUN TAKEOFF RUN GROUND-WATER LOOP-SWERVE PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR TERRAIN - ROUGH/UNEVEN WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN REMARKS- STRUCK RUT IN FARM FIELD, BOUNCED INTO AIR.CROSS WIND 22K GUSTING TO 32K. 3-3885 10/30/67 GREENSBORD,NC PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 28, 1100 N-7950₩ TIME - 1700 PX- 0 0 2 BUSINESS TOTAL HOURS, 300 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR MISCELLAREOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- NOSE WHEEL STRUCK 6 INCH RNWY LIP. 3-3886 10/30/67 SHALLOWATER, TEX PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 18, 100 TOTAL TIME - 0710 N-6078W PX- 0 0 0 PLEASURE HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

DOCKET DATE LOCATION AIRCRAFT DATA INJURIES. **FLIGHT** PHOT DATA F S M/N PURPOSE \_\_\_\_ ATR.FLIGHT INSTR., AGE 35, BEECH 95-C55 CR- 0 0 1 MISCELLANEOUS 3-3887 10/31/67 NEW CASTLE+DEL. TIME - UNKNOWN N-78631 PX- 0 0 0 FERRY 6000 TOTAL HOURS, 150 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT LANDING ROLL GEAR RETRACTED PROBABLE CAUSE PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR SCHWEIZER SGS126 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 42, 6 TOTAL 3-3888 10/31/67 LLAND, CALIF TIME - 1507 N-1154N PX- 0 0 0 TRAINING HOURS, 2 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN REMARKS- WINDS VARYING FROM LEFT QUARTERING HEADWIND TO DIRECT CROSSWIND, 10K GUSTING TO 20K. 3-3889 10/31/67 DAYTON. TENN CESSNA 182 CR - 0 0 1NONCOMMERCIAL PRIVATE. AGE 31. 89 TOTAL TIME - 1800 N-3586F PX - 0 0 1BUSINESS HOURS, 16 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - CONTINUED VER 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 EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER APPROACHING DARKNESS **REMARKS- STRUCK POWER LINE.** 

|                     |   |   | BRIEFS  |            |            |            |                                 |  |
|---------------------|---|---|---|------------|------------|------------|---------------------------------|--|
|                     |   |   | AIRCRAFT DATA   | INJUR      | IES<br>F S | M/N        |                                 | PILOT DATA   |
|                     | 11/7/67 WACO<br>TIME - 1215                 | ,TEX  | CESSNA 177  | CR-<br>PX- | 0 0        | 1<br>3     | NONCOMMERCIAL<br>BUSINESS       | COMMERCIAL,FL.INSTR., AGE 18<br>526 TOTAL HOURS, 10 IN TYPE. |
|                     | TYPE OF ACCIDE<br>COLLIDED WI               |   |   |            |            |            | OPERATION<br>FF INITIAL CLIMB   |  |
|                     | PILOT IN CO<br>MISCELLANEO<br>FACTOR        | MMAND - INAD<br>MMAND - FAIL                                    | EQUATE PREFLIGHT PREP<br>ED TO ABORT TAKEOFF<br>IONS - IMPROPERLY L         |            |            |            |                                 |  |
|                     |   | POUNDS OVER GR  |   |            |            |            |                                 |  |
| 3 <del>-</del> 3891 | 11/7/67 PHOE<br>TIME - 1835                 | NI X, AR I Z  | BEECH C35<br>N-8973A<br>Damage -substantia                                  | P X        | 0 0<br>0 0 | 1          | NONCOMMERCIAL<br>Pleasure       | PRIVATE, AGE 35, 180 TOTAL<br>Hours, 125 In Type.            |
|                     | TYPE OF ACCIDE<br>WHEELS-UP L               |   |   |            |            |            | OPERATION<br>NG LEVEL OFF/TOUG  | CHDOWN   |
|                     | PROBABLÉ CAUSE<br>Pilot in co               |   | ED TO ASSURE THE GEAR   | WAS D      | OWN A      | ND LO      | CKED                            |  |
| 3-3892              | 11/8/67 MANS<br>TIME - 1100                 | FIELD,LA  | MOONEY M2OF<br>N-3275F<br>DAMAGE -SUBSTANTIA                                | PX-        | 0 0<br>0 0 | 1<br>0     | NONCOMMERCIAL<br>PLEASURE       | PRIVATE, AGE 62, 450 TOTAL<br>Hours, 40 in type.             |
|                     | TYPE OF ACCIDE<br>DRAGGED WIN               | NT<br>GTIP,POD,OR FL  |   |            |            |            | OPERATION<br>NG LEVEL OFF/TOU   | CHDOWN   |
|                     | PROBABLE CAUSE<br>PILOT IN CO<br>FACTOR     |   | OPER OPERATION OF FLI   | сыт сс     | INTROL     | s          |                                 |  |
|                     | WEATHER BRIEFI<br>WEATHER FORECA            | NG - NO BRIEFI<br>ST - UNKNOWN                                  | IND CONDITIONS<br>NG RECEIVED<br>L WIND 105 DEGREES 10                      | ) KNOTS    |            |            |                                 |  |
| 3-3893              | 11/8/67 HOUS<br>TIME - 1345                 |   | PIPER PA-28<br>N-6380R<br>DAMAGE -SUBSTANTIA                                |            | 0 0        | 1<br>0     | INSTRUCTIONAL<br>TRAINING       | STUDENT, AGE 36, 36 TOTAL<br>Hours, 33 in type.              |
|                     |   | NT<br>R LOOP-SWERVE<br>Th fence,fenc                            |   |            |            | LANDI      | OPERATION<br>Ng Roll<br>Ng Roll |  |
|                     | WEATHER<br>WEATHER BRIEFI<br>WEATHER FORECA | MMAND - FAIL<br>UNFAVORABLE W<br>NG - NO BRIEFI<br>ST - UNKNOWN | ED TO MAINTAIN DIRECT<br>IND CONDITIONS<br>NG RECEIVED<br>DEGREES 15 KNOTS. | IONAL      | CONTR      | 0 <b>L</b> |                                 |  |

BRIEFS OF ACCIDENTS

BRIEES OF ACCIDENTS DOCKET LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA DATE F S M/N PURPOSE 3-3894 11/8/67 BAKERSFIELD.CALIF CESSNA 310 CR-001 NONCOMMERCIAL PRIVATE. AGE 29. 700 TOTAL TIME - 1200 N-6808T PX- 0 0 2 BUSINESS HOURS. 400 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF 3-3895 11/9/67 PEORIA,ILL PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 29, 68 TOTAL TIME - 1815 N-9563J PX- 0 0 2 BUSINESS HOURS. ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE UF ACCIDENT PHASE OF OPERATION COLLIDED WITH PARKED AIRCRAFT TAXI OTHER PROBABLE CAUSE PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- PILOT TURNING OFF CABIN LIGHT, ACFT MOVED AND STRUCK N4516D-SUBSTANTIAL DAMAGE. 11/9/67 SUGAR GROVE, ILL 3-3896 CESSNA 310 CR = 0.0.1NONCOMMERCIAL PRIVATE. AGE 55, 1600 TOTAL TIME - 1525 N-8181M PX- 0 0 0 BUSINESS HOURS, 1100 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE LANDING GEAR - GEAR LOCKING MECHANISM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- NOSE GEAR UPLOCK TORQUE TUBE P/N 0813300-46. PIPER PA-22 CR- 0 0 2 INSTRUCTIONAL 3-3897 9/8/67 KINGSTON,NY COMMERCIAL, FL. INSTR., AGE 35, TIME - 0630 N-7236D PX = 0 0 1DUAL 875 TOTAL HOURS, 225 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN OVER SHOOT HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE DUAL STUDENT - MISJUDGED DISTANCE AND SPEED DUAL STUDENT - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND REMARKS- LANDED IN LAST THIRD OF RNWY.

PAGE 1311

| DOCKET | DATE  | LOCATION   | AIRCRAFT DATA   | TN 110 | TES |    |      | FLIGHT                                    | PILOT DAT                |       |          |  |
|--------|---|--|---|--------|-----|----|------|---|--------------------------|-------|----------|--|
| DUCKET | DATE  | LUCATION   | AIRCRAFT DATA   |        |     |    | M/N  | PURPOSE                                   | FILUI DAI                | *     |          |  |
| 3-3898 | 9/9/67 A<br>TIME - 122  |  |   | PX-    |     |    |      | MISCELLANEOUS<br>SEARCH AND RESC          | PRIVATE,<br>UEHOURS, 8 1 |       | 75 TOTAL |  |
|        | TYPE OF ACC<br>Ground-W<br>Gear Col   | IDENT<br>ATER LOOP-SWERVE  | DAILAGE SUBSTANTIA  |        | Ρ   | Ĺ. | ANDI | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL | NBOWN                    |       |          |  |
|        | PILOT IN<br>FACTOR<br>MISCELLA<br>MISCELLA  | COMMAND - IMPRO<br>COMMAND - SELEC   |   | TIVE   |     |    |      |   |                          |       |          |  |
| 3-3899 | 9/22/67 P<br>TIME - 140   |  | N-6221T   | PX-    |     |    |      | INSTRUCTIONAL<br>SOLO                     | STUDENT,<br>Hours, All   |       |          |  |
|        | DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT OVERSHOUT COLLIDED WITH PARKED AIRCRAFT DUST |  |   |        |     |    |      |   |                          |       |          |  |
|        | PILOT IN<br>Factor<br>Miscella  | COMMAND - SELECT<br>COMMAND - FAILED<br>NEOUS ACTS,CONDITIO  | ED WRONG RUN₩AY RELA<br>) TO INITIATE GO-AROL<br>)NS - DOWN₩IND<br>)O 15K.STRUCK PARKED | ND     |     |    |      |   | ANTIAL DAMAG             | E.    |          |  |
| 3-3900 | 9/25/67 S<br>TIME - 093   |  | CESSNA 150G<br>N-3243J<br>DAMAGE -SUBSTANTIAL   | PX-    |     |    |      | INSTRUCTIONAL<br>TRAINING                 | STUDENT;<br>Hours; 14    |       | 22 TOTAL |  |
|        | TYPE OF ACC<br>COLLISIO   |  |   |        |     |    |      | OPERATION .<br>GHT DESCENDING             |                          |       |          |  |
|        | PILOT IN<br>FACTOR<br>WEATHER<br>TERRAIN<br>WEATHER BRI<br>WEATHER FOR            | COMMAND - ATTEMF<br>COMMAND - BECAME<br>- LOW CEILING<br>- FOG<br>- HIGH DBSTRUCTIC<br>EFING - BRIEFED BY<br>ECAST - FORECAST SU | INS   |        |     |    |      |   | LOCATE POSI              | TION. |          |  |

| DOCKET | DATE   | LOCATION   | AIRCRAFT DATA  |      |                   |                    |        | FLIGHT<br>PURPOSE                         | PILOT DATA   |
|--------|--|--|--|------|-------------------|--------------------|--------|---|--|
| 3-3901 |  | ANT HILL,ILL   | N-2993K  | PX-  | 0                 | 0                  | 1<br>0 | NONCOMMERCIAL<br>PLEASURE                 | COMMERCIAL, AGE 51, 2065<br>Total Hours, 4 in Type.              |
|        | TYPE OF ACCIDEN<br>ENGINE FAILU<br>NOSE OVER/DO                              | RE OR MALFUNCTI  | DAMAGE -SUBSTANTIAL<br>ON  |      |                   | I                  | NFLI   | OPERATION<br>GHT NORMAL CRUISE<br>NG ROLL |  |
|        | MISCELLANEOU<br>MISCELLANEOU<br>FACTOR<br>TERRAIN - I<br>EMERGENCY CIRCU     | S - FOREIGN M<br>S ACTS,CONDITIO<br>HIGH VEGETATION<br>MSTANCES - FORC | CTION - IMPROPER M<br>ATERIAL AFFECTING NO<br>NS - FUEL CONTAMIN<br>ED LANDING OFF AIRPO<br>GN PARTICLES FOUND I | RMAL | 0PE<br>-EX<br>LAI | RAT:<br>CLU:<br>ND | SIVE   | OF WATER IN FUEL                          | D BUT NOT CLEANED.   |
| 3-3902 | 9/27/67 CLEVE<br>TIME - 1945   | LAND, OH IG  | BEECH E18S<br>N-403FW<br>Damage -substantial   | PX-  | 0<br>0            | 0<br>0             | 2<br>5 | COMMERCIAL<br>AIR TAXI - PASSO            | COMMERCIAL,FL.INSTR., AGE 37,<br>6 2605 TOTAL HOURS, 540 IN TYPE |
|        | TYPE OF ACCIDEN<br>COLLIDED WITH   | T<br>H PARKED AIRCR  |  |      |                   |                    |        | OPERATION<br>FROM LANDING                 |  |
|        | FACTOR<br>WEATHER - F<br>WEATHER - F<br>WEATHER BRIEFING<br>WEATHER FORECAST | RAIN<br>FOG<br>5 - BRIEFED BY<br>7 - UNKNOWN                           | TO SEE AND AVOID OB<br>FSP, IN PERSON<br>N3421B,SUBSTANTIAL  |      |                   | OB                 | STRU   | CTIONS                                    |  |
| 3-3903 | 9/27/67 HELEN/<br>TIME - 0850  |  | N-3763P  | PX-  | 0<br>0            | 0<br>0             | 1<br>3 | NONCOMMERCIAL<br>Pleasure                 | PRIVATE, AGE 23, 189 TOTAL<br>Hours, 13 in type.                 |
|        | TYPE OF ACCIDENT<br>ENGINE FAILUF<br>GEAR COLLAPSE                           | RE OR MALFUNCTI  | DAMAGE -SUBSTANTIAL<br>DN  |      |                   | IP                 | IFLI   | OPERATION<br>GHT DESCENDING<br>NG ROLL    |  |
|        | MISCELLANEOUS<br>FACTUR<br>TERRAIN - R<br>MISCELLANEOUS                      | ACTS,CONDITIO<br>OUGH/UNEVEN<br>ACTS,CONDITIO<br>ISTANCES - FORCI      | RE – VALVE ASSEMBL<br>NS – MATERIAL FAIL<br>NS – OVERLOAD FAIL<br>ED LANDING OFF AIRPO<br>E FAILED.              | URE  | LAN               | ID                 |        |   |  |

|                  | DATE  | LOCATION  | AIRCRAFT DATA   | INJURI                |                          | M/N                      | FL IGHT<br>PURPOSE                                | PILOT DATA   |
|------------------|---|---|---|-----------------------|--------------------------|--------------------------|---|--|
| 3-3904           | 10/6/67 SP<br>TIME - 1545   | RING VALLEY,NY  | PIPER PA-24<br>N-8734P<br>DAMAGE -SUBSTANTIA                    | PX-                   |                          |                          | NONCOMMERCIAL<br>PLEASURE                         | COMMERCIAL, AGE 39, 375 TOTAL<br>Hours, 175 in type.           |
|                  | TYPE OF ACCI<br>Undershoo<br>Gear Coll  | r   |   | -                     |                          | LANDI                    | OPERATION<br>NG FINAL APPROAC<br>NG LEVEL OFF/TOU |  |
|                  | FACTOR  | COMMAND - MISJU   | DIGED DISTANCE AND AL   |                       |                          |                          |   |  |
|                  |   | R STRUCK ROCKS.   | IONS - OVERLOAD FAI   | LUKE                  |                          |                          |   |  |
| 3-3905           | 10/7/67 BA<br>TIME - 1725   | LLSTON SPA,NY   | CESSNA 150<br>N-19532<br>Damage -substantia                     | P X                   |                          |                          | NONCOMMERCIAL<br>Pleasure                         | PRIVATE, AGE 23, 124 TOTAL<br>HOURS, 9 IN TYPE.                |
|                  | TYPE OF ACCI<br>Ground-Wa<br>Gear Coll  | TER LOOP-SWERVE   |   | -                     |                          | LANDI                    | OPERATION<br>NG ROLL<br>NG ROLL                   |  |
|                  | FACTOR<br>MISCELLAN<br>AIRPORT C  | COMMAND - IMPRO   |   |                       | /OR                      | FLIGH                    | T CONTROLS  |  |
|                  | 10/7/67 РН<br>TIME - 1831   | ILADELPHIA,PA   | NAVION G<br>N-2494T<br>Damage -substantia                       | PX-                   |                          |                          | NONCOMMERCIAL<br>PRACTICE                         | STUDENT, AGE 41, 130 TOTAL<br>Hours, 16 in type.               |
| 3-3906           | 11ME - 1051   |   |   | -                     |                          |                          | OPERATION   |  |
| 3-3906           | TYPE OF ACCI<br>WHEELS-UP   |   |   |                       |                          |                          | NG LEVEL OFF/TOU                                  | CHDDWN   |
| 3-3906           | TYPE OF ACCI<br>WHEELS-UP<br>PROBABLE CAU   | LANDING<br>SE   | D TO EXTEND LANDING   | GEAR                  |                          |                          | NG LEVEL OFF/TOU                                  | CHODWN   |
| 3-3906           | TYPE OF ACCI<br>WHEELS-UP<br>PROBABLE CAU<br>PILOT IN<br>FACTOR   | LANDING<br>SE<br>COMMAND - FAILE                                  |   |                       |                          | LANDI                    | NG LEVEL OFF/TOU                                  | CHODWN   |
| 3-3906<br>3-3907 | TYPE OF ACCI<br>WHEELS-UP<br>PROBABLE CAU<br>PILOT IN<br>FACTOR   | LANDING<br>SE<br>COMMAND - FAILE<br>EOUS ACTS,CONDITI             | D TO EXTEND LANDING<br>ONS - CHECKLIST-FA<br>BEECH M35<br>N-934 | ILED TO<br>CR-<br>PX- | USE<br>0 0               | LANDI                    | NONCOMMERCIAL                                     | CHDDWN<br>Commercial, Age 65, 5000<br>Tûtal Hours, 70 in Type. |
|                  | TYPE OF ACCI<br>WHEELS-UP<br>PROBABLE CAU<br>PILOT IN<br>FACTOR<br>MISCELLAN<br>10/8/67 CH<br>TIME - 1610<br>TYPE OF ACCI | LANDING<br>SE<br>COMMAND – FAILE<br>EOUS ACTS,CONDIT<br>ICAGO,ILL | ED TO EXTEND LANDING<br>IONS – CHECKLIST-FA<br>BEECH M35        | ILED TO<br>CR-<br>PX- | USE<br>0 0<br>0 0<br>PHA | LANDI<br>1<br>0<br>SE OF | NONCOMMERCIAL                                     | COMMERCIAL, AGE 65, 5000                                       |

|        |   |   | BRIEFS   | DF ACC                | ID   | ENT    | S   |                    |  |  |
|--------|---|---|--|-----------------------|------|--------|-----|--------------------|--|--|
| DUCKET | DATE  | LOCATION  | AIRCRAFT DATA  | INJUR                 |      | s<br>s | M,  |                    | IGHT<br>RPOSE                          | PILOT DATA   |
| 3-3908 | 10/31/67 DA<br>TIME - 1230                      |   | CESSNA 310C<br>N-565H<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-            |      |        |     |                    | OMMERCIAL<br>SINESS                    | COMMERCIAL; AGE 41; 8000<br>Total Hours, 800 in type.  |
|        | TYPE OF ACC<br>WHEELS-U                         | IDENT<br>P LANDING  |  | -                     | 1    |        |     | OF OPER<br>NDING L | ATION<br>EVEL OFF/TOUC                 | CHDOWN   |
|        | FACTOR  | GEAR - NORMAL RE<br>Gear - Emergency<br>Command - Excee   | ETRACTION/EXTENSION A<br>MEXTENSION ASSEMBLY<br>EDED DESIGNED STRESS                 | LIMITS                |      | FA     | IRC | CRAFT              |  |  |
|        |   | IRCUMSTANCES - PRE<br>SU  | IONS - OVERLOAD FAI<br>ECAUTIONARY LANDING O<br>SPECTED MECHANICAL DI<br>JSUAL NOISE | N AIRP                |      |        |     |                    |  |  |
|        | REMARKS- NO                                     |   | E ASSY FAILED. GEAR L  | DWERED                | ) A1 | ΤE     | XCE | ESSIVE A           | IRSPEED.                               |  |
| 3-3909 | 11/9/67 DI<br>TIME - 124                        |   | PIPER PA-24<br>N-6919P<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-            |      |        |     |                    | OMMERCIAL<br>SINESS                    | PRIVATE, AGE 43, 1500 TOTAL<br>Hours, 150 in type.     |
|        | TYPE OF ACC<br>WHEELS-U                         | IDENT<br>PLANDING   | DAMAGE -SUDSTANTIA   | L                     | 1    |        |     | OF OPER<br>NDING L | ATION<br>EVEL OFF/TOUC                 | CHDOWN   |
|        |   |   | ED TO ASSURE THE GEAR<br>Iway.   | WAS D                 | OMI  | NA     | ND  | LOCKED             |  |  |
| 3-3910 | 11/9/67 S<br>TIME - 160                         | <b>F∘PETER∌MINN</b><br>D  | PIPER PA-28<br>N-6341R<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-            |      |        |     |                    | OMMERCIAL<br>EASURE                    | PRIVATE, AGE 20, 50 TOTAL<br>Hours, 15 in type.        |
|        | TYPE OF ACC<br>COLLIDED                         | IDENT<br>WITH DIRT BANK   |  | -                     | 1    |        |     | OF OPER<br>Keoff A |  |  |
|        |   | COMMAND - FAIL  | ED TO OBTAIN/MAINTAIN<br>YED ACTION IN ABORTIN                                       |                       |      |        | ED  |                    |  |  |
| 3-3911 | 11/10/67 LI<br>TIME - 1100                      |   | PIPER PA-25<br>N-6591Z<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-            |      |        |     |                    | ERCIAL<br>RIAL APPLIC                  | COMMERCIAL, AGE 34, 8600<br>Total Hours, 1400 in Type. |
|        | TYPE OF ACC<br>Engine F<br>Hard Lan             | AILURE OR MALFUNC   |  | -                     | I    |        | TAP |                    | ATION<br>NUTIAL CLIMB<br>EVEL OFF/TOUC | CHDOWN   |
|        | PILOT IN<br>MISCELLA<br>PILOT IN<br>EMERGENCY C | NCE,SERVICING,INS<br>COMMAND - INAD<br>NEOUS ACTS,CONDIT<br>COMMAND - IMPRO<br>IRCUMSTANCES - FOF | RCED LANDING OFF AIRP  | ARATIO<br>L<br>ORT ON | IN 4 | AND.   | /08 | R PLANNI           |  | TED FUEL ENTERING TANK.                                |

BRIEFS OF ACCIDENTS

|        |  |   | BRIEFS  | OF ACC  | IDE    | NTS    |        |  |  |
|--------|--|---|---|---------|--------|--------|--------|--|--|
| DOCKET | DATE                                   | LOCATION                                  | AIRCRAFT DATA   | INJUR   |        |        | M/N    | FLIGHT<br>PURPOSE  | PILOT DATA   |
| 3-3912 | 11/10/67 AU<br>TIME - 2110             |   | GLOBE GC-1B<br>N-3246K<br>DAMAGE -SUBSTANTIA                      | PX-     |        |        |        | NONCOMMERCIAL<br>Pleasure                                | PRIVATE, AGE 23, 95 TOTAL<br>Hours, 39 In Type.              |
|        | TYPE OF ACCI<br>ENGINE FA<br>UNDERSHOO | ILURE OR MALFUNCT                         | ION   |         | F      | ι      | AND    | F OPERATION<br>Ing Final Approach<br>Ing Level Off/Touch |  |
|        | MISCELLAN                              | CUMMAND - INADEG                          | QUATE PREFLIGHT PREF<br>DNS - FUEL EXHAUST<br>ED LANDING OFF AIRF | ION     |        |        | 'OR I  | 'LANNING   |  |
| -3913  | 11/10/67 UA<br>TIME - 1626             |   | BEECH J35<br>N-632B<br>DAMAGE -SUBSTANTIA                         |         |        |        |        | MISCELLANEOUS<br>TEST                                    | AIRLINE TRANSPORT, AGE 47,<br>7000 TOTAL HOURS, 400 IN TYPE. |
|        | TYPE OF ACCI<br>GEAR RETR              |   |   |         | F      |        |        | F OPERATION<br>Ing Roll                                  |  |
|        | PROBABLE CAU<br>PILOT IN               |   | ERTENTLY RETRACTED (  | GEAR    |        |        |        |  |  |
| -3914  | 11/10/67 RI<br>TIME - 1630             |   | CESSNA 172<br>N-4091F<br>Damage -destroyed                        |         | 0<br>0 | 0<br>0 | 1<br>3 | NONCOMMERCIAL<br>Pleasure                                | PRIVATE, AGE 32, 75 TOTAL<br>Hours, 7 in type.               |
|        | TYPE OF ACCI<br>STALL                  | DENT                                      | 2   |         | F      |        |        | F OPERATION<br>IGHT LOW PASS                             |  |
|        | PROBABLE CAU<br>PILOT IN<br>FACTOR     |   | ) TO OBTAIN/MAINTAIN  | I FLYIN | G S    | SPE    | D      |  |  |
|        |  | NEQUS ACTS,CONDITIO                       | DNS - UNWARRENTED   | LOW FL  | YIN    | IG     |        |  |  |
| -3915  | 11/10/67 LU<br>TIME - 1100             |   | PIPER PA-28<br>N-6066W<br>DAMAGE -SUBSTANTIA                      | РХ-     |        |        |        | NONCOMMERCIAL<br>PLEASURE                                | PRIVATE, AGE 24, 46 TOTAL<br>Hours, all in type.             |
|        | TYPE OF ACCI<br>ENGINE FA<br>GEAR COLL | ILURE OR MALFUNCT                         | ION   |         |        | 1      | AKE    | F OPERATION<br>DFF INITIAL CLIMB<br>ING LEVEL OFF/TOUC   | HDOWN  |
|        | FACTOR<br>MISCELÍAN                    | IT — MISCELLANEOUS<br>Hedus Ácts,conditio | - POWERPLANT FAIL<br>DNS - OVERLOAD FAI<br>CED LANDING OFF AIRF   | LURE    |        |        | TERI   | IINED REASONS  |  |

BRIEFS OF ACCIDENTS

|        |  | BRIEFS OF ALLIDENIS  |
|--------|--|--|
| DUCKET | DATE LOCATION  | AIRCRAFT DATA INJURIES FLIGHT PILOT DATA<br>F S M/N PURPOSE  |
| -3916  | 11/11/67 COLLEGE PARK,MD<br>TIME - 1100  | BEECH D35 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 42, 283 TOTAL<br>N-2109D PX- 0 0 0 PLEASURE HOURS, ALL IN TYPE.<br>DAMAGE -SUBSTANTIAL            |
|        | TYPE OF ACCIDENT<br>WHEELS-UP LANDING  | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - FAIL  | ED TO EXTEND LANDING GEAR  |
| -3917  | 11/11/67 BETHANY,OKLA<br>TIME - 1042   | CESSNA 150 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 32, 26 TOTAL<br>N-8761S PX- 0 0 0 TRAINING HOURS, 8 IN TYPE.<br>DAMAGE -SUBSTANTIAL              |
|        | TYPE UF ACCIDENT<br>GROUND-WATER LOOP-SWERVE<br>NOSE UVER/DOWN   | PHASE OF OPERATION   |
|        |  | ED TO MAINTAIN DIRECTIONAL CONTROL<br>OPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS  |
| -3918  | 11/11/67 FREDERICK,OKLA<br>TIME - 0730   | NAVAL FCTY N3N CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 49, 7150<br>N-44830 PX- 0 0 0 AERIAL APPLIC TOTAL MOURS, 338 IN TYPE.<br>Damage -Substantial |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNC<br>COLLIDED WITH DIRT BANK                                       | PHASE OF OPERATION<br>TION INFLIGHT SWATH RUN<br>LANDING ROLL  |
|        | PROBABLE CAUSE<br>POWERPLANT - FUEL SYSTEM<br>MISCELLANEOUS ACTS,CONDIT<br>MISCELLANEOUS ACTS,CONDIT<br>FACTOR | IONS - ENGINE LOADED UP  |
|        | MISCELLANEOUS ACTS, CONDIT<br>EMERGENCY CIRCUMSTANCES - FO   | IONS - JETTISONED LOAD<br>RCED LANDING OFF AIRPORT ON LAND<br>EAKING AROUND SOLDERED SEAMS.FLOATS SANK,FLOODING ENGINE INDUCTION SYSTEM.         |
| -3919  | 11/11/67 FAIRVIEW.OKLA<br>TIME - 0800  | PIPER PA-22 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 39, 408 TOTAL<br>N-3635p PX- 0 0 4 Pleasure Hours, 63 in type.<br>Damage -destroyed             |
|        | TYPE OF ACCIDENT<br>OVERSHOOT<br>STALL   | PHASE OF OPERATION<br>Landing level off/touchdown  |
|        | PILUT IN COMMAND - DELA  | UDGED DISTANCE AND SPEED<br>YED IN INITIATING GO-ARDUND<br>ED TO OBTAIN/MAINTAIN FLYING SPEED  |

DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3920 11/11/67 GREENSBORD,NC COMMERCIAL, AGE 42, 892 TOTAL BEECH D95A CR- 0 0 1 NONCOMMERCIAL HOURS, 125 IN TYPE. TIME - 1335 N-5670K PX-003 PRACTICE DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT LANDING LEVEL OFF/TOUCHDOWN WHEELS-UP LANDING PROBABLE CAUSE PILOT IN CUMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED 3-3921 11/11/67 CRUWN PT. N MEX CESSNA 140 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 19, 268 TOTAL N-89436 PX- 0 0 1 PLEASURE HOURS, 182 IN TYPE. TIME - 1130 DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL LANDING ROLL GEAR COLLAPSED PROBABLE CAUSE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTUR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-3922 11/11/67 GUNNISON,COLO CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 37, 85 TOTAL TIME - 0950 N-3589U PX- 0 0 0 PLEASURE HOURS, 72 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT 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 3-3923 3/16/67 CLERMONT, GA N.AMERICAN P-51D CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 37, 2200 TIME - 1115 PX- 0 0 0 PLEASURE TOTAL HOURS, 200 IN TYPE. N-6175C DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND UNUSUAL NOISE PROP/ENGINE VIBRATION

BRIEFS OF ACCIDENTS

AIRCRAFT DATA INJURIES DUCKET DATE LOCATION FLIGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ \_\_\_\_\_ CR- 0 0 1 3-3924 6/29/67 MARYVILLE, MO PIPER PA-25 COMMERCIAL COMMERCIAL, AGE 19, 373 TOTAL PX- 0 0 0 TIME - 1005 N-6011Z AERIAL APPLIC HOURS, 113 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION INFLIGHT EN ROUTE TO TREAT CROP GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE ANTI-ICING, DE-ICING SYSTEMS - CARBURETOR DE-ICING SYSTEM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR MISCELLANEOUS ACTS, CONDITIONS - JETTISUNED LOAD MISCELLANEOUS ACTS, CONDITIONS - UVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SUSPECTED MECHANICAL DISCREPANCY REMARKS- CARBURETOR HEAT BUTTERFLY VALVE SHAFT WAS WORN AND BROKEN. VALVE IN CLOSED POSITION. 3-3925 9/2/07 UGDENSBURG NY CESSNA 172 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 49, 35 TOTAL TIME - 1015 N-8345U PX- 0 0 0 TRAINING HOURS, ALL 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 WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FSP, BY RADIO WEATHER FORECAST - UNKNOWN REMARKS- RT 70 DEG CROSSWIND 15K, GUSTING. 3-3926 9/2/67 BRIDGE, ID CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 67, 3500 TOTAL TIME - 1530 N-8644T PX- 0 0 0 PLEASURE HOURS, UNKNOWN IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF ABORTED PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR TERRAIN - ROUGH/UNEVEN REMARKS- ABANDUNED AIRPORT. PLT TURNED AWAY FROM FENCE, TAIL STRUCK FENCE.

|       |                                     |   | BRIEFS C   | F AC         | DIDE   | ENT    | s         |          |   |  |
|-------|-------------------------------------|---|--|--------------|--------|--------|-----------|----------|---|--|
| OCKET | DATE                                | LOCATION  | AIRCRAFT DATA  |              |        |        |           |          |   | PILOT DATA   |
| -3927 | 9/3/67 C<br>TIME - 110              | ULDWATER,KANS<br>0  | BEECH B35<br>N-5026C<br>DAMAGE -SUBSTANTIAL  |              |        |        |           |          | NONCOMMERCIAL<br>PLEASURE                         | PRIVATE, AGE 23, 180 TOTAL<br>HOURS, 140 IN TYPE.      |
|       | TYPE OF ACC<br>GEAR RET             | IDENT   |  |              | F      | РНА    | SE        | OF       | OPERATION<br>G ROLL                               |  |
|       | PROBABLE CA<br>PILOT IN             | USE<br>COMMAND - INADV  | ERTENTLY RETRACTED GE  | EAR          |        |        |           |          |   |  |
| -3928 | 9/5/67 8.<br>TIME - 171             | ABB;MONT<br>5   | CESSNA 180<br>N-6494X<br>DAMAGE -SUBSTANTIAL   | CR-<br>PX-   | 0<br>0 | 0<br>0 | 1<br>0    | L<br>)   | NONCOMMERCIAL<br>PLEASURE                         | PRIVATE, AGE 40, 3000 TOTAL<br>Hours, unknown in type. |
|       | TYPE OF ACC<br>COLLIDED<br>NOSE OVE | IDENT<br>WITH OBJECT  |  | -            | F      | PHA    | SE<br>TAX | OF<br>(I | OPERATION<br>FROM LANDING<br>FROM LANDING         |  |
|       |                                     | USE<br>- HIDDEN OBSTRUC<br>DGER HOLE CONCEALE                                 |  |              |        |        |           |          |   |  |
| -3929 | 9/10/67 C<br>TIME - 183             | LE ELUM,₩ASH<br>0   | BEECH C35<br>N-5927C<br>Damage -Substantiai  | CR-<br>PX-   | 0<br>0 | 0<br>0 | 1         | j        | NONCOMMERCIAL<br>PLEASURE                         | PRIVATE, AGE 59, 1750 TOTAL<br>Hours, 1350 in Type.    |
|       | TYPE OF ACC<br>ENGINE F<br>UNDERSHU |   | N-5927C<br>DAMAGE -SUBSTANTIAL<br>ION  | -            | F      |        |           |          | OPERATION<br>G FINAL APPROACH<br>G LEVEL OFF/TOUC | HDOMN  |
|       | MISCELLA<br>EMERGENCY Č             | COMMAND - INADE<br>NEOUS ACTS,CONDITI   | QUATE PREFLIGHT PREPA<br>ONS - FUEL EXHAUSTI<br>CED LANDING OFF AIRPO<br>ORT OF RNWY.                                  | ON           |        |        |           | L PL     | ANNING  |  |
| -3930 | 9/13/67 C<br>TIME - 144             | ALDWELL,ID<br>5   | BEECH H35<br>N-5490D<br>Damage -Substantial  | CR-<br>PX-   | 0<br>0 | 0<br>0 | 1         | i        | NONCOMMERCIAL<br>BUSINESS                         | PRIVATE, AGE 46, 795 TOTAL<br>Hours, 2 in type.        |
|       |                                     | IDENT<br>AILURE OR MALFUNCT<br>P LANDING                                      |  |              |        |        | INF       | LIG      | OPERATION<br>HT NORMAL CRUISE<br>G LEVEL OFF/TOUC |  |
|       | MISCELLA<br>PILUT IN<br>EMERGENCY C | COMMAND - MISMA<br>NEOUS ACTS;CONDITI<br>COMMANU - LACK<br>IRCUMSTANCES - FOR | NAGEMENT OF FUEL SYST<br>ONS - FUEL STARVATI<br>OF FAMILIARITY WITH A<br>CED LANDING OFF AIRPC<br>EAR EXTENDED LATE TO | ON<br>AIRCRA | LA     |        |           | D N      | OT LOCK.  |  |

|        |   |             | ATDCDACT DATA  |            |        |        |        |      |   |  |           |
|--------|---|-------------|--|------------|--------|--------|--------|------|---|--|-----------|
| OCKET  | DATE LO   | DCATION     | AIRCRAFT DATA  |            |        |        |        |      | FLIGHT<br>PURPOSE                           | PILOT DATA                             |           |
| -3931  | 9/16/67 MISSOULA<br>TIME - 1146   | MONT        | LUSCOMBE 8A<br>N-45564<br>DAMAGE -SUBSTANTIAL          |            | 0<br>0 | 0      | 1<br>0 | NO   | NCOMMERCIAL<br>PLEASURE                     | PRIVATE, AGE 37,<br>HOURS, 250 IN TYPE |           |
|        | TYPE OF ACCIDENT<br>GROUND-WATER LOO<br>NOSE OVER/DOWN                          | DP-SWERVE   |  | -          | 1      |        | LAND   | I NG | ERATION<br>Roll<br>Roll                     |  |           |
|        | PROBABLE CAUSE<br>PILOT IN CUMMANE  | D - IMPRO   | PER UPERATION OF BRAM                                  | ES A       | ND/I   | OR     | FLIG   | нт с | ONTROLS                                     |  |           |
| 3-3932 | 9/16/67 WAUPUN,W]<br>TIME - 1145  | IS          | MOONEY M20E<br>N-5807Q<br>DAMAGE -SUBSTANTIAL          | CR-<br>PX- | 0<br>0 | 0      | 1<br>3 | NO   | NCOMMERCIAL<br>PLEASURE                     | PRIVATE, AGE 35<br>Hours, 35 in Type.  | 542 TOTAL |
|        | TYPE OF ACCIDENT<br>OVERSHOOT<br>GEAR COLLAPSED                                 |             |  |            | 1      |        | LAND   | ING  | ERATION<br>LEVEL OFF/TOUC<br>ROLL           | CHDOWN                                 |           |
|        | FACTOR  | TS CONDITI  | DGED DISTANCE AND SPE<br>ONS – OVERLOAD FAIL<br>RUNWAY |            |        |        |        |      |   |  |           |
| 3-3933 | 9/17/67 EASTON,WA<br>TIME - 1430  |             | ERCO 415-C<br>N-3905H<br>DAMAGE -SUBSTANTIAL           | PX-        | 0<br>0 | 0      | 1<br>1 | NO   | NCOMMERCIAL<br>PLEASURE                     | PRIVATE, AGE 37,<br>HOURS, 64 IN TYPE. | 96 TOTAL  |
|        | TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED                              |             |  |            | I      |        | LAND   | ING  | ERATION<br>LEVEL OFF/TOUC<br>LEVEL OFF/TOUC |  |           |
|        | PROBABLE CAUSE<br>PILUT IN COMMAND<br>PILOT IN COMMAND<br>FACTOR                |             | PER LEVEL OFF<br>PER RECOVERY FROM BOL                 | INCED      | LAN    | ١DI    | NG     |      |   |  |           |
|        | MISCELLANEOUS AC<br>WEATHER - UNFA<br>WEATHER BRIEFING -<br>REMARKS- HEADWIND 2 | VORABLE WIN |  | URE        |        |        |        |      |   |  |           |
| 3-3934 | 9/17/67 FAIRMONT<br>TIME - 1145   | MINN        | CESSNA 140<br>N-73081<br>Damage -substantial           |            | 0<br>0 | 0<br>0 | 1<br>0 | IN   | STRUCTIONAL<br>TRAINING                     | STUDENT, AGE 25,<br>Hours, 5 in type.  | 34 TOTAL  |
|        | TYPE OF ACCIDENT<br>GROUND-WATER LOC<br>NOSE OVER/DOWN                          | )P-SWERVE   | SAMAGE SUBSTANTIAL                                     |            | F      |        | LAND   | ING  | ERATION<br>LEVEL OFF/TOUC<br>ROLL           | HDOWN                                  |           |
|        |   |             | PER OPERATION OF BRAK<br>DF FAMILIARITY WITH A         |            |        | DR     | FLIG   | нт с | ONTROLS                                     | *                                      |           |

BRIEFS OF ACCIDENTS

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|        |   |  |  | BRIEFS                             |                          |        |          |   |  |
|--------|---|--|--|------------------------------------|--------------------------|--------|----------|---|--|
| DOCKET | DATE  | LOCATION   |  |                                    |                          | F      | S M/N    | FLIGHT<br>PURPOSE                                     | PILOT DATA   |
| 3-3935 | 9/18/67  <br>TIME - 13  | BEDFORD, PA<br>00  |  |                                    | CR-<br>PX-               |        |          |   | PRIVATE, AGE 29, 182 TOTAL<br>Hours, 22 in type.               |
|        | TYPE OF ACC<br>OVERSHOU<br>NOSE OVI                           | OT   |  |                                    |                          |        | LANE     | F OPERATION<br>DING LEVEL OFF/TOUC<br>DING ROLL       | CHDOWN   |
|        | PROBABLE C.<br>Pilut I  | AUSE<br>N COMMAND - MIS  | JUDGED DISTANC   | E AND SPI                          | EED                      |        |          |   |  |
| 3-3936 | 9/18/67<br>TIME - 18  | CHESTERFIELD,MO<br>03  | PIPER PA-2<br>N-9764W<br>DAMAGE -SU  |                                    |                          | 0<br>0 | 02<br>00 | INSTRUCTIONAL<br>DUAL                                 | COMMERCIAL,FL.INSTR., AGE 57,<br>18000 TOTAL HOURS, 50 IN TYPE |
|        | TYPE OF AC<br>Engine<br>Hard La                               | CIDENT<br>FAILURE OR MALFUN<br>NDING   |  |                                    |                          |        | LAND     | DF OPERATION<br>DING GO-AROUND<br>DING LEVEL OFF/TOUC | CHDOWN   |
|        | MISCELL<br>FACTOR<br>MISCELL<br>EMERGENCY                     | AUSE<br>N COMMAND – IMP<br>ANEOUS ACTS,CONDI<br>ANEOUS ACTS,CONDI<br>CIRCUMSTANCES – FO<br>NSTR WAS DEMONSTR.  | TIONS - ENGI<br>TIONS - SIMU<br>DRCED LANDING                                | NE LOADE<br>LATED CU<br>UN AIRPO   | D UP<br>NDITIC<br>RT/SEA | NS     |          |   |  |
| 3-3937 |   | NEWVILLE,PA<br>00  | PIPER PA-2<br>N-8008W<br>DAMAGE -SU  | DCTANTIA                           |                          |        |          |   | PRIVATE, AGE 21, 72 TOTAL<br>Hours, 11 in Type.                |
|        | TYPE OF AC<br>Engine<br>Gear Co                               | FAILURE OR MALFUN  |  |                                    | <b>-</b>                 |        | INFI     | DF OPERATION<br>.IGHT NORMAL CRUISI<br>DING ROLL      | E  |
|        | MISCELL<br>POWERPL<br>MISCELL<br>MAINTEN<br>FACTOR<br>MISCELL | AUSE<br>ANT – IGNITION SY<br>ANEOUS ACTS,CONDI<br>ÀÑT – IGÑÌTION SY<br>ANEOUS ACTS,CONDI<br>ANCE,SERVICING,IN<br>ANEOUS ACTS,CONDI<br>– ROUGH/UNEVEN | TIONS – BURN<br>STEM – MAGNE<br>TIONS – IMPR<br>SPECTION – I<br>TIONS – OVER | ED<br>TOES<br>OPER ALI<br>NADEQUAT | E MAIN                   |        |          |   |  |

|        |  |                                      | BRIEFS  |            |        |        | ;      |                                  |   |
|--------|--|--------------------------------------|---|------------|--------|--------|--------|----------------------------------|---|
| DUCKET | DATE                                   | LOCATION                             | AIRCRAFT DATA   | INJU       | RIE    | S      | M/N    | FLIGHT<br>PURPOSE                | PILOT DATA  |
| 3-3938 | 9/24/67 PI<br>TIME - 1230              |                                      | CESSNA 210<br>N-3608Y<br>DAMAGE -SUBSTANTIA                           | PX-        |        |        |        | NONCOMMERCIAL<br>PLEASURE        | PRIVATE, AGE 51, 3800 TOTAL<br>HOURS, 400 IN TYPE.    |
|        | TYPE OF ACCI<br>GROUND-WA<br>GEAR COLL | TER LOOP-SWERVE                      |   | L          |        | 1      | AKE    | FOPERATION<br>DFF RUN<br>DFF RUN |   |
|        | FACTOR<br>AIRPORT C                    | COMMAND - FAILE                      | ) TO MAINTAIN DIRECT<br>Runway<br>DNS - Overload Faii                 |            | CO     | NTRO   | IL     |                                  |   |
| 3-3939 | 9/28/67 PA<br>TINE - 1130              |                                      | PIPER PA-18<br>N-3872Z<br>DAMAGE -SUBSTANTIA                          | PX-        | 0<br>0 | 0<br>0 | 1<br>1 | NONCOMMERCIAL<br>Pleasure        | COMMERCIAL, AGE 46, 492 TOTAL<br>Hours, 53 in type.   |
|        | TYPE OF ACCI<br>COLLIDED               | DENT<br>WITH OBJECT                  | DAMAGE - JUDSTANTIA   | -          | 1      |        |        | FOPERATION<br>DFF ABORTED        | ,   |
|        | PILUT IN                               | COMMAND - FAILER<br>COMMAND - DELAYS | D TO OBTAIN/MAINTAIN<br>ED ACTION IN ABORTIN<br>CK WATER MUSKEG ON EI | G TAK      | EOF    | F      |        |                                  |   |
| 3-3940 |  | RONA, CALIF                          | CESSNA 120<br>N-89662<br>DAMAGE -SUBSTANTIAI                          | PX-        | 0<br>0 | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>Pleasure        | PRIVATE, AGE 51, 175 TOTAL<br>Hours, unknown in type. |
|        | TYPE OF ACCI<br>COLLIDED               | DENT<br>WITH PARKED AIRCH            |   | -          | i      |        |        | OPERATION<br>OTHER               |   |
|        |  | COMMAND - START                      | ED ENGINE WITHOUT PR<br>RUCK 2 ACFT, IDENTI                           |            |        |        |        |                                  |   |
| 3-3941 | 10/11/67 TO<br>TIME - 1000             |                                      | CESSNA 150<br>N-6884F<br>Damage -destroyed                            | CR-<br>PX- |        |        |        |                                  | STUDENT, AGE 35, 11 TOTAL<br>Hours, all in type.      |
|        | TYPE OF ACCI<br>STALL                  | DENT                                 | DANAGE DESTROTED  |            | ł      |        |        | OPERATION                        |   |
|        | PILOT IN                               | COMMAND - FAILED<br>COMMAND - MISUSE | ) TO OBTAIN/MAINTAIN<br>D OR FAILED TO USE A<br>AITH PARTIAL POWER AN | FLAPS      |        |        |        |                                  |   |

|       |  |   |  | OF ACC     |        |               |        |   | <u>.</u>   |
|-------|--|---|--|------------|--------|---------------|--------|---|--|
| OCKET | DATE                                   | LOCATION  | AIRCRAFT DATA  | INJUR      | IES    |               |        | FL IGHT<br>PURPOSE                                  | PILOT DATA   |
| -3942 | 11/10/67 CC<br>TIME - 1305             | LUMBUS,N MEX  | CESSNA 150<br>N-6297R  |            | 0<br>0 | 0<br>0        | 1      | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE, AGE 42, 137 TOTAL<br>Hours, 50 in type.     |
|       | TYPE OF ACCI<br>STALL                  | DENT  | DAMAGE -SUBSTANTI  | 4L         |        |               |        | OPERATION<br>FF INITIAL CLIMB                       |  |
|       |  | EUUS - FOREIGN  | MATERIAL AFFECTING N<br>APPED AROUND LFT MAIN  |            |        |               |        |   | E• .   |
| -3943 |  | LLA RICA,GA   | CESSNA 150<br>N-6254R<br>DAMAGE -SUBSTANTI)  | CR-<br>PX- | 0<br>0 | 0<br>0        | 1<br>1 | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE, AGE 40, 151 TOTAL<br>Hours, 86 in Type.     |
|       | TYPE OF ACCI<br>Stall                  | IDENT   |  |            |        |               |        | OPERATION<br>FF INITIAL CLIMB                       | ·  |
|       | PROBABLE CAU<br>PILOT IN               |   | D TO OBTAIN/MAINTAI  | N FLYIN    | g si   | PEEI          | D      |   |  |
| -3944 | 11/12/67 W1<br>TIME - 0900             | LLOW,ALAS   | AERONCA 7GC<br>N-4883E<br>DAMAGE -SUBSTANTI  | CR-<br>PX- | 0<br>0 | 0<br>0        | 1<br>1 | NONCOMMERCIAL<br>PLEASURE                           | COMMERCIAL, AGE 40° 4800<br>Total Hours, 10 in type. |
|       | TYPE OF ACCI<br>STALL MU               |   |  |            |        |               |        | OPERATION<br>FF INITIAL CLIMB                       |  |
|       | PILOT IN<br>PILOT IN                   | COMMAND - INADE<br>COMMAND - FAILE<br>COMMAND - SELEC | QUATE PREFLIGHT PRE<br>D TO OBTAIN/MAINTAI<br>TED WRONG RUNWAY RE<br>ONS - AIRFRAME IC | FLYIN      | G SI   | PEEI          | D      |   |  |
|       | MISCELLAN                              | HEOUS ACTS,CONDITI<br>KE OFF MADE ON FRO              | ONS — DOWNWIND<br>DZEN LAKE. TAIL WIND   | 15 KNO     | TS     |               |        |   |  |
| -3945 | 11/12/67 LA<br>TIME - 1630             | NCASTER, SC   | CESSNA 150<br>N-2504J<br>DAMAGE -SUBSTANTIJ  | CR-<br>PX- | 0<br>0 | <b>0</b><br>0 | 1<br>0 | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 30, 12 TOTAL<br>Hours, all in type.     |
|       | TYPE OF ACCI<br>Hard Land<br>Gear Coll | ING   |  |            |        | L             | ANDI   | OPERATION<br>NG LEVEL OFF/TOUC<br>NG LEVEL OFF/TOUC |  |
|       | FACTOR                                 | COMMAND - INPRE                                       | DPER RECOVERY FROM BU<br>ONS - OVERLOAD FA   |            | LANC   | DIN           | G      |   |  |

| DOCKET | DATE  | LOCATION  | AIRCRAFT DATA   |                      |        |        | M/N    | FL IGHT<br>PURPOSE                                  | PILOT DATA   |  |  |  |  |  |
|--------|---|---|---|----------------------|--------|--------|--------|---|--|--|--|--|--|--|
| 3-3946 | TIME - 1430   | EORIA,ILL<br>)  | PIPER PA-28<br>N-150SU<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-           | 0<br>0 | 0<br>0 | 1<br>2 | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE, AGE 22, 114 TOTAL<br>Hours, All in type.            |  |  |  |  |  |
|        |   | IDENT<br>ATER LOOP-SWERVE<br>WITH SNOWBANK  |   |                      | f      | T      | AKEO   | OPERATION<br>FF RUN<br>FF RUN                       |  |  |  |  |  |  |
|        | PILOT IN<br>FACTOR  | PROBABLE CAUSE<br>PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL<br>FACTOR<br>ÁIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY |   |                      |        |        |        |   |  |  |  |  |  |  |
|        | AIRPORT (   | CONDITIONS - ICE  | /SLUSH ON RUNWAY  |                      |        |        |        |   |  |  |  |  |  |  |
| 3-3947 | 2/23/67 CC<br>TIME - 1030   | DBDEN,ILL   | PIPER PA-23<br>N-3080P<br>DAMAGE -SUBSTANTIA  |                      | 0<br>0 | 0<br>0 | 1<br>3 | NONCOMMERCIAL<br>BUSINESS                           | COMMERCIAL, AGE 49, 2500<br>Total Hours, 400 in type.        |  |  |  |  |  |
|        | TYPE OF ACCI<br>ENGINE FA<br>WHEELS-UP                              | ALLURE OR MALFUNCT  |   |                      | F      | I      | NFLI   | OPERATION<br>GHT NORMAL CRUISE<br>NG LEVEL OFF/TOUC |  |  |  |  |  |  |
|        | MISCELLAN<br>MISCELLAN<br>WEATHER -<br>WEATHER BRIE<br>WEATHER FORE | COMMAND - IMPRO<br>EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>CONDITIONS CON<br>FING - BRIEFED BY<br>CAST - UNKNOWN                | PER OPERATION OF POW<br>ONS - IMPROPER OPE<br>ONS - ICE-CARBURETI<br>DUCIVE TO CARB./INDU<br>FSP, BY PHONE<br>CED LANDING OFF AIRPO | R./FA<br>DR<br>Ction | SYS    | ) TO   | USE    | CARB.HEAT/DEICING                                   | G EQUIP.   |  |  |  |  |  |
| -3948  | 3/16/67 UR<br>TIME - 2120   |   | PIPER PA-28<br>N-6498R<br>DAMAGE -DESTROYED   | CR-<br>PX-           |        |        |        | INSTRUCTIONAL<br>DUAL                               | COMMERCIAL,FL.INSTR., AGE 22<br>258 Total Hours, 23 in type. |  |  |  |  |  |
|        | TYPE OF ACCI<br>COLLIDED  | DENT<br>WITH TREES  |   |                      | P      |        |        | OPERATION<br>NG FINAL APPROACH                      | 4  |  |  |  |  |  |
|        | WEATHER -<br>MISCELLAN<br>WEATHER FORE                              | COMMAND - EXERC<br>UNFAVORABLE WI<br>EDUS ACTS,CONDITI<br>CAST - FORECAST S   | ONS - NOT ALLIGNED<br>UBSTANTIALLY CORRECT  |                      |        |        |        |   | A<br>Deg 25 kts gusting 45 kts                               |  |  |  |  |  |
| -3949  | 4/16/67 C⊦<br>TIME - 2200   | ARLESTON, ILL   | CESSNA 150<br>N-3499J<br>DAMAGE -SUBSTANTIAI  |                      | 0<br>0 | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE, AGE 35, 158 TOTAL<br>Hours, 7 in type.              |  |  |  |  |  |
|        |   | ILURE OR MALFUNCT   |   | -                    | Ρ      | I      | NFLIC  | OPERATION<br>GHT NORMAL CRUISE<br>GHT EMERGENCY DES |  |  |  |  |  |  |
|        | MISCELLAN<br>MISCELLAN<br>FACTOR<br>WEATHER -<br>WEATHER BRIE       | COMMAND - INADE<br>EDUS ACTS,CONDITI<br>EDUS ACTS,CONDITI<br>UNFAVORABLE WI<br>FING - BRIEFED BY                                  |   | ) FUEL               |        |        |        |   |  |  |  |  |  |  |

|        |  |  | BRIEFS (   | DF AC | CID          | EN  | TS  |        |   |   |  |  |
|--------|--|--|--|-------|--------------|-----|-----|--------|---|---|--|--|
| OCKET  | DATE   | LOCATION                                   | AIRCRAFT DATA  | INJU  |              |     | S M | 4/N    | FL IGHT<br>PURPOSE                                  | PILOT DATA  |  |  |
| 3-3950 | TIME - 130   |  | CESSNA 150<br>N-3748j<br>Damage -Substantial                         | PX-   | - 0          | ) ( | 0   | 0      | INSTRUCTIONAL<br>TRAINING<br>OPERATION              | STUDENT, AGE 53, 23 TOTAL<br>Hours, all in type.      |  |  |
|        | GROUND-WATER LOOP-SWERVE LANDING ROLL<br>GEAR COLLAPSED LANDING ROLL |  |  |       |              |     |     |        |   |   |  |  |
|        | FACTOR   | COMMAND - FAILED                           | TO MAINTAIN DIRECTI  | [ONAL | . <b>c</b> a | DNT | ROI | -      |   |   |  |  |
|        | MISCELLA   |  | D CONDITIONS<br>NS - OVERLOAD FAIL<br>WIND 50 DEGREES 10 F           |       | ,GU          | IST | INC | ò.     |   |   |  |  |
| 3-3951 | 6/4/67 C<br>TIME - 093   |  | PIPER PA-22<br>N-3525P<br>DAMAGE -SUBSTANTIAI                        |       | - 0          |     |     |        | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 46, 40 TOTAL<br>Hours, 6 in type.        |  |  |
|        | TYPE OF ACC<br>Engine F<br>Nose ove                                  | AILURE OR MALFUNCTI                        |  | -     |              |     | 11  | FLI    | OPERATION<br>GHT NORMAL CRUISE<br>NG ROLL           |   |  |  |
|        | MISCELLA   | COMMAND - INADEC<br>NEOUS ACTS,CONDITIC    | NUATE PREFLIGHT PREPA<br>INS - FUEL EXHAUSTI<br>ED LANDING OFF AIRPO | [ON   |              |     |     | DR PI  | LANNING   |   |  |  |
| 3-3952 | 6/12/67 S<br>TIME - 120  | T.JAMES,ILL<br>0                           | PIPER PA-25<br>N-64032<br>DAMAGE -SUBSTANTIAL                        | PX-   | - 0          |     |     |        | COMMERCIAL<br>Aerial Applic                         | COMMERCIAL, AGE 40, 4550<br>Total Hours, 184 in type. |  |  |
|        | TYPE OF ACC<br>Collisio<br>Gear Col                                  | IN ₩ITH GROUND/WATER                       | CONTROLLED   |       |              |     | 11  | VELI   | OPERATION<br>GHT STARTING SWAT<br>NG LEVEL OFF/TOUC |   |  |  |
|        | PROBABLE CA<br>PILOT IN<br>FACTOR                                    | USE<br>COMMAND - MISJUC                    |  |       |              |     |     |        |   |   |  |  |
|        |  | Neous ACT's, conditio                      | DNS - OVERLOAD FAIL  | URE   |              |     |     |        |   |   |  |  |
| 3-3953 | 6/20/67 S<br>TIME - 220  | T LOUIS,MO<br>O                            | CESSNA 150<br>N-3031X<br>Damage -Substantial                         | PX-   | - 0<br>- 0   |     |     | 1<br>1 | NONCOMMERCIAL<br>Pleasure                           | PRIVATE, AGE 19, 122 TOTAL<br>Hours, 86 in type.      |  |  |
|        | TYPE OF ACC<br>COLLIDED<br>GEAR COL                                  | WITH OBJECT                                | SALACE SUBSTANTIAL   | -     |              | РН  | T/  | 1XA    | OPERATION<br>FROM LANDING<br>FROM LANDING           |   |  |  |
|        | PILOT IN   |  | ED UNSUITABLE TERRAD<br>GED SPEED                                    | [ N   |              |     |     |        |   |   |  |  |
|        |  | NEOUS ACTS,CONDITIC<br>T RECESSED DRAIN HO | IN'S - OVERLOAD FAIL<br>DLE OFF TAXIWAY.                             | URE   |              |     |     |        |   |   |  |  |
|        |  |  |  |       |              |     |     |        |   |   |  |  |

BRIEFS OF ACCIDENTS

|       |   |   | BRIEFS   | OF ACC                  | IDE | NTS  | 5     |   |  |
|-------|---|---|--|-------------------------|-----|------|-------|---|--|
| OCKET | DATE  | LOCATION  | AIRCRAFT DATA  |                         |     |      | M/N   | FLIGHT<br>PURPOSE                             | PILOT DATA   |
| -3954 | 6/28/67 CH<br>TIME - 1815                     | ATHAM, MASS   |  | PX-                     |     |      |       | NONCOMMERCIAL<br>PLEASURE                     | PRIVATE, AGE 23, 281 TOTAL<br>HOURS, 26 IN TYPE.     |
|       | TYPE OF ACCI<br>Ground-Wa<br>Gear Coll        | TER LOOP-SWERVE   |  |                         |     |      |       |   |  |
|       | FACTOR<br>LANDING G<br>MISCELLAN<br>MISCELLAN | COMMAND - IMPROF<br>EAR - TAILWHEEL<br>EOUS ACTS,CONDITIC<br>EOUS ACTS,CONDITIC | PER OPERATION OF BRA<br>ASSEMBLIES<br>INS - MATERIAL FAI<br>INS - OVERLOAD FAI<br>NG CABLE CAME LOOSE.             | LURE<br>LURE            | D/O | ir f | FLIG  | HT CONTROLS                                   |  |
| -3955 | 7/6/67 ST<br>TIME - 1717                      |   | CESSNA 172<br>N-8040B<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-              |     |      |       | INSTRUCTIONAL<br>TRAINING                     | STUDENT, AGE 46, 29 TOTAL<br>Hours, 24 In Type.      |
|       | TYPE OF ACCI<br>COLLIDED                      | DENT<br>WITH BUILDING/S   |  | -                       | P   |      |       | F OPERATION<br>TO TAKEOFF                     |  |
|       | PROBABLË CAU<br>PILOT IN<br>REMARKS- HIT      | COMMAND - FAILE   | ) TO SEE AND AVOID O   | BJECTS                  | OR  | 0    | BSTR  | UCTIONS                                       |  |
| -3956 | 7/7/67 N.<br>TIME - 1325                      | MIAMI BEACH,FLA   | CESSNA U206<br>N-2198F<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-              |     |      |       | CARGO NS-D                                    | CONMERCIAL, AGE 28, 1090<br>Total Hours, 82 in Type. |
|       | TYPE OF ACCI<br>Engine Fa<br>Nose over        | ILURE OR MALFUNCT   | ION  |                         | ρ   | :    | INFL  | F OPERATION<br>IGHT NORMAL CRUISE<br>ING ROLL |  |
|       | MISCELLAN                                     | COMMAND - MISMAN<br>EOUS ACTS CONDITIO  | NAGEMENT OF FUEL SYS<br>DNS – FUEL STARVAT<br>CED LANDING OFF AIRP   | ION                     | LA  | ND   |       |   |  |
| -3957 | 7/9/67 NR<br>TIME - 1730                      | .HUNTLEY,MONT   | MOONEY M20E<br>N-5753Q<br>DAMAGE -SUBSTANTIA   | PX-                     |     |      |       | NONCOMMERCIAL<br>Pleasure                     | PRIVATE, AGE 36, 2020 TOTAL<br>Hours, 500 in type.   |
|       |   | DENT<br>ILURE OR MALFUNCTI<br>WITH TREES  |  | -                       | P   | 1    | INFL  | F OPERATION<br>IGHT NORMAL CRUISE<br>ING ROLL |  |
|       | PILOT IN<br>MISCELLAN<br>EMERGENCY CI         | COMMAND - INADE<br>COMMAND - IMPROF<br>EOUS ACTS, CONDITIC<br>RCUMSTANCES - FOR | QUATE PREFLIGHT PREP<br>PER IN-FLIGHT DECISI<br>INS - FUEL EXHAUST<br>SED LANDING OFF AIRP<br>REDUCED GROUND SPEED | ONS OR<br>ION<br>ORT ON | PL  | ANI  | NI NG |   |  |

BRIEFS OF ACCIDENTS

Ф

|       |  |  | BRIEFS  |                     |                |        |        |        |      |                                    |  |
|-------|--|--|---|---------------------|----------------|--------|--------|--------|------|------------------------------------|--|
| DCKET | DATE   |  | AIRCRAFT DATA   | IN.                 | JURI           | ЕS     |        |        |      | FLIGHT<br>PURPOSE                  | PILOT DATA   |
| -3958 | 7/10/67 B<br>TIME - 191                      | ROUKINGS, OREG   | BEECH <b>C</b> 50<br>N-3637B  | CF<br>P3            | א−<br>×−<br>×− | 0      | 0<br>0 | 1<br>0 | N    | DNCOMMERCIAL<br>BUSINESS           | COMMERCIAL, AGE 48, 10700<br>Total Hours, 150 in Type. |
|       | TYPE OF ACC<br>Gear Ret                      |  | DAMAGE -SUBSTANTIA  | L                   |                |        |        |        |      | PERATION<br>ROLL                   |  |
|       | PROBABLE CA<br>MISCELLA                      | JSE<br>NECUS - UNDETERM  | INED  |                     |                |        |        |        |      |                                    |  |
| -3959 | 7/16/67 N<br>TIME - 135                      | EWBURYPORT,MASS  | N-7639D   |                     | २<br>X         | 0<br>0 | 0<br>0 | 1<br>0 | N    | DNCOMMERCIAL<br>PLEASURE           | PRIVATE, AGE 43, 599 TOTAL<br>Hours, 410 in type.      |
|       | TYPE OF ACC<br>Engine Fa<br>Nose over        | AILURE OR MALFUNCT   | DAMAGE -SUBSTANTIA<br>ION   | L                   |                |        | T      | AKE    | DFF  | PERATION<br>INITIAL CLIMB<br>ROLL  |  |
|       | MISCELLA<br>MAINTENA<br>EMERGENCY C          | NT — FUEL SYSTEM —<br>NEOUS ACTS,CONDITI<br>NCE,SERVICING,INSP<br>IRCUMSTANCES — FOR | CARBURETOR<br>DNS — FUEL STARVAT<br>ECTION — INADEQUAT<br>CED LANDING ON AIRPO<br>EL HEIGHT WAS 4/32 I              | E M/<br>RT/S        | AINT<br>Seap   | LA     | NE     | BASE   | E/H/ | ELIPORT                            | ETTING.  |
| -3960 |  | R.DELAVAN,WIS<br>D   | BEECH C35<br>N-642D<br>Damage -SUBSTANTIA   |                     | २<br>(-        | 0<br>0 | 0<br>0 | 1<br>1 | N    | DNCOMMERCIAL<br>PLEASURE           | COMMERCIAL, AGE 49, 2100<br>Total Hours, 1000 in type. |
|       | TYPE OF ACC.<br>HARD LAN<br>GEAR CULI        | DING   |   |                     |                |        | L      | AND    | ING  | PERATION<br>LEVEL OFF/TOUC<br>ROLL | HDOWN  |
|       | FACTOR<br>AIRPORT O<br>MISCELLA              | COMMAND - IMPRO  | ER<br>DNS - OVERLOAD FAI  | LURE                | Ē              |        |        |        |      |                                    |  |
| -3961 | 7/22/67 F<br>TIME - 173                      | T LEUNRD ₩OOD,MO<br>9  | N-8835S   | P)                  | २-<br>(-       |        |        |        | I    | NSTRUCTIONAL<br>Solo               | STUDENT, AGE 20, 15 TOTAL<br>Hours, All in Type.       |
|       | TYPE OF ACC<br>GROUND-W<br>GEAR COLI         | ATÉR LOOP-SWERVE   | DAMAGE -SUBSTANTIA  | L                   |                | PI     | L      | ANDI   | ING  | PERATION<br>Roll<br>Roll           |  |
|       | FACTOR<br>PILUT IN<br>FLIGHT IN<br>MISCELLAN | COMMAND - IMPRO<br>COMMAND - IMPRO<br>NSTRUCTOR - INAD<br>NEDUS ACTS;CONDITIO        | PER OPERATION OF BRAI<br>PER COMPENSATION FOR<br>EQUATE TRAINING OF S'<br>JNS - OVERLOAD FAI<br>QUE WITH QUARTERING | WIN<br>TUDE<br>LURE | ND C<br>ENT    | ON     | DIT    | IONS   | 5    |                                    |  |

|        |  |   | 8RIEFS  |               |   |        |        |   |   |  |  |  |
|--------|--|---|---|---------------|---|--------|--------|---|---|--|--|--|
| UCKET  | DATE   | LOCATION  | AIRCRAFT DATA   |               |   |        |        | FLIGHT<br>PURPOSE                             | ₽ILOT DATA  |  |  |  |
| -3962  | 7/23/67 WE<br>TIME - 0530                                    | ST ADDISUN,VT   | CESSNA 337<br>N-6242F<br>DAMAGE -DESTROYED                              |               | 0<br>0  | 0<br>0 | 1<br>1 | MISCELLANEOUS<br>TEST                         | COMMERCIAL, AGE 25, 1400<br>Total Hours: 275 in Type. |  |  |  |
|        | TYPE OF ACCI<br>ENGINE FA<br>HARD LAND                       | ILURE OR MALFUNCTI  | ON  |               | PHASE OF OPERATION<br>INFLIGHT NORMAL CRUISE<br>LANDING LEVEL OFF/TOUCHDOWN |        |        |   |   |  |  |  |
|        | MISCELLAN<br>FACTOR<br>PILOT IN<br>TERRAIN -<br>EMERGENCY CI | CUMMAND - MISMAN<br>EOUS ACTS,CONDITIC<br>COMMAND - LACK O<br>HIGH OBSTRUCTIC | ED LANDING OFF AIRP   | ION<br>AIRCR/ |   | ND     |        |   |   |  |  |  |
| 3-3963 | 7/24/67 TR<br>TIME - 1518                                    | UUTDALE,ORE <b>G</b>  | CESSNA 182K<br>N-2691Q<br>DAMAGE -SUBSTANTIA                            |               | 0<br>0  | 0<br>0 | 1<br>3 | NONCOMMERCIAL<br>Pleasure                     | PRIVATE, AGE 40, 156 TOTAL<br>Hours, all in Type.     |  |  |  |
|        | TYPE UF ACCI<br>Hard Land<br>Gear Coll                       | ING   |   | -             | Ł   |        | LAND   | F OPERATION<br>ING LEVEL OFF/TOU(<br>ING ROLL | CHDOWN  |  |  |  |
|        | FACTOR   | COMMAND - IMPROP  | ER LEVEL OFF<br>NS - OVERLOAD FAI                                       | LURE          |   |        |        |   |   |  |  |  |
| -3964  | 7/26/67 NR<br>TIME - 2030                                    | .PORT ANGELES,₩AS⊦  | PIPER PA-28<br>N-7012W<br>DAMAGE -SUBSTANTIA                            | CR-<br>PX-    | 0<br>0  | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>Business                     | COMMERCIAL, AGE 51, 1400<br>Total Hours, 200 in Type. |  |  |  |
|        | TYPE OF ACCI<br>Ground-Wa                                    | DENT<br>TER LOOP-SWERVE   | DAMAGE - SUDSTANTIA   | L             |   |        |        | F OPERATION<br>FROM LANDING                   |   |  |  |  |
|        | WEATHER -<br>WEATHER BRIE                                    | COMMAND - EXERCI<br>UNFAVORABLE WIN<br>FING - NO BRIEFING                     | D CONDITIONS<br>RECEIVED  | STEP #        | 4I TH   | 1 14   | IND    | GUSTING TO 25 KTS,1                           | WING TIP STRUCK WATER.                                |  |  |  |
| -3965  | 7/29/67 NR<br>TIME - 1745                                    | .SWAN LAKE,MONT   | PIPER PA-28<br>N-9456J<br>DAMAGE -DESTROYED                             |               | 0<br>0  | 0<br>0 | 1<br>3 | NONCOMMERCIAL<br>Pleasure                     | PRIVATE, AGE 29, 51 TOTAL<br>Hours, all in type.      |  |  |  |
|        | TYPE OF ACCI<br>STALL MU                                     |   | DAMAGE DESTROTED  |               | P   |        |        | F OPERATION<br>OFF INITIAL CLIMB              |   |  |  |  |
|        | FACTOR<br>WEATHER -<br>MISCELLAN                             | COMMAND — FAILED<br>HIGH DENSITY AL<br>EOUS ACTS,CONDITIO                     | TO OBTAIN/MAINTAIN<br>TITUDE<br>NS — AIRCRAFT CAM<br>LOADED,DENSITY ALT | e to P        | EST   | . 11   | а н и  |   |   |  |  |  |

BRIEFS OF ACCIDENTS

| DUCKET       DATE       LOCATION       AIRCRAFT DATA       INJURIES       FLIGHT       PILOT DATA         3-3966       7/30/67       SEATTLE, WASH       CESSNA 120       CR-       0       1       NONCOMMERCIAL       PRIVATE, AGE         3-3966       7/30/67       SEATTLE, WASH       CESSNA 120       CR-       0       1       NONCOMMERCIAL       PRIVATE, AGE         TIME - 1415       N-77344       PX-       0       1       PLEASURE       HOURS, 100       IN         TYPE OF ACCIDENT       DAMAGE -DESTROYED       PHASE OF OPERATION       TAKEOFF INITIAL CLIMB         COLLIDED WITH FENCE, FENCEPOSTS       LANDING ROLL       PROBABLE CAUSE       POWERPLANT - MISCELLANEOUS -       POWERPLANT FAILURE FOR UNDETERMINED REASONS         EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT       N-84498       PX-       0       1       NONCOMMERCIAL       PRIVATE, AGE         3-3967       7/30/67       ERIE, PA       PIPER PA-28       CR-       0       1       NONCOMMERCIAL       PRIVATE, AGE         3-3967       7/30/67       ERIE, PA       PIPER PA-28       CR-       0       1       NONCOMMERCIAL       PRIVATE, AGE         JTME - 1255       DAMAGE -SUBSTANTIAL       PX-       0       1                            |                      |
|--|----------------------|
| 3-3966       7/30/67       SEATTLE,WASH       CESSNA 120       CR-0001       NONCOMMERCIAL       PRIVATE, AGE         TIME - 1415       N-77344       PX-001       PLEASURE       HOURS, 100 IN         TYPE UF ACCIDENT       DAMAGE -DESTROYED       PHASE OF OPERATION       TAKEOFF INITIAL CLIMB         COLLIDED WITH FENCE, FENCEPOSTS       LANDING ROLL       PRUBABLE CAUSE       POWERPLANT - MISCELLANEOUS -       POWERPLANT FAILURE FOR UNDETERMINED REASONS         B-3967       7/30/67       ERIE, PA       PIPER PA-28       CR-001       NONCOMMERCIAL       PRIVATE, AGE         3-3967       7/30/67       ERIE, PA       PIPER PA-28       CR-001       NONCOMMERCIAL       PRIVATE, AGE         3-3967       7/30/67       ERIE, PA       PIPER PA-28       CR-001       PLEASURE       HOURS, ALL IN         3-3967       7/30/67       ERIE, PA       PIPER PA-28       CR-001       PLEASURE       HOURS, ALL IN         3-3967       7/30/67       ERIE, PA       PIPER PA-28       CR-001       PLEASURE       HOURS, ALL IN         3-3967       7/30/67       ERIE, PA       PIPER PA-28       CR-001       PLEASURE       HOURS, ALL IN         TYPE UF ACCIUENT       DAMAGE - SUBSTANTIAL       DAMAGE - SUBSTANTIAL       PLASE OF OPERATION       LANDI |                      |
| TYPE OF ACCIDENT       PHASE OF OPERATION         ENGINE FAILURE OR MALFUNCTION       TAKEOFF INITIAL CLIMB         COLLIDED WITH FENCE, FENCEPUSTS       LANDING ROLL         PROBABLE CAUSE       POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS         EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT         M-3967       7/30/67 ERIÉ,PA       PIPER PA-28       CR-001       NONCOMMERCIAL       PRIVATE, AGE         M-3967       7/30/67 ERIÉ,PA       PIPER PA-28       CR-001       PX-001       PLEASURE       HOURS, ALL IN         MAGE - 1255       N-8449R       PX-001       PLEASURE       HOURS, ALL IN         TYPE UF ACCIDENT       DAMAGE -SUBSTANTIAL       PHASE OF OPERATION       COLLIDED WITH RUNWAY UR APPROACH LIGHTS       LANDING ROLL         PROBABLE CAUSE       PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS       TRAFFIC CUNTROL PERSONNEL - OTHER       AIRPURT SUPERVISORY PERSONNEL - OTHER         AIRPURT SUPERVISORY PERSONNEL - OTHER       AIRPURT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF UNSAFE CONDITION       REMARKS- THRESHULD LIGHTS SITUATED 10C0 FT BEYOND NEW RUNWAY EXTENSION.NO MARKINGS, NO NOTAM PUBLISH                                     |                      |
| POWERPLANT - MISCELLANEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPORT<br>3-3967 7/30/67 ERIE,PA PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE<br>TIME - 1255 N-8449R PX- 0 0 1 PLEASURE HOURS, ALL IN<br>DAMAGE -SUBSTANTIAL PHASE OF OPERATION<br>COLLIDED WITH RUNWAY UR APPROACH LIGHTS LANDING ROLL<br>PROBABLE CAUSE<br>PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS<br>TRAFFIC CUNTROL PERSONNEL - OTHER<br>AIRPORT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF UNSAFE CONDITION<br>REMARKS- THRESHULD LIGHTS SITUATED 10C0 FT BEYOND NEW RUNWAY EXTENSION.NO MARKINGS,NO NOTAM PUBLISH   |                      |
| DAMAGE -SUBSTANTIAL<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLIGED WITH RUNWAY UR APPROACH LIGHTS LANDING ROLL<br>PROBABLE CAUSE<br>PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS<br>TRAFFIC CUNTROL PERSONNEL - OTHER<br>AIRPORT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF UNSAFE CONDITION<br>REMARKS- THRESHULD LIGHTS SITUATED 10C0 FT BEYOND NEW RUNWAY EXTENSION.NO MARKINGS, NO NOTAM PUBLISH   |                      |
| TYPE OF ACCIDENT<br>COLLIGED WITH RUNWAY OR APPROACH LIGHTS<br>PROBABLE CAUSE<br>PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS<br>TRAFFIC CUNTROL PERSONNEL - OTHER<br>AIRPORT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF UNSAFE CONDITION<br>REMARKS- THRESHULD LIGHTS SITUATED 1000 FT BEYOND NEW RUNWAY EXTENSION.NO MARKINGS, NO NOTAM PUBLISH  |                      |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR <b>OBSTRUCTIONS</b><br>TRAFFIC CUNTROL PERSONNEL - OTHER<br>AIRPORT SUPERVISORY PERSONNEL - FAILURE TO NOTIFY OF <b>UNSAFE CONDITION</b><br>REMARKS- THRESHULD LIGHTS SITUATED 10C0 FT BEYOND NEW RUNWAY EXTENSION.NO MARKINGS,NO NOTAM PUBLISH  |                      |
| 1-3968 8/1767 NEAVERTON, OREC CESSNA 150F CR- 0 0 1 NONCOMMERCIAL PRIVATE, ACE   | ED.                  |
| -3968 8/1/67 BEAVERTON,UREG CESSNA 150F CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE<br>TIME - 1645 N-8419G PX- 0 0 1 PLEASURE HOURS, 10 IN T<br>DAMAGE - SUBSTANTIAL  | 41, 67 TOTAL<br>YPE. |
| TYPE OF ACCIDENT PHASE OF OPERATION<br>GROUND-WATEK LOOP-SWERVE TAXI TO TAKEOFF<br>COLLIDED WITH DITCHES TAXI TO TAKEOFF   |                      |
| PROBABLE CAUSE<br>PILUT IN CUMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL<br>PILUT IN COMMAND - MISJUDGED SPEED<br>REMARKS- TAXIING TOO FAST,DOWNHILL AND DOWNWIND OF 15 KTS   |                      |
| -3969 8/2/67 LEUNA,KANS CESSNA 150 CR- O O 1 NONCOMMERCIAL PRIVATE, AGE<br>TIME - 1530 N-5642E PX- O O O PLEASURE HOURS, 9 IN TY<br>DAMAGE -SUBSTANTIAL  |                      |
| TYPE OF ACCIDENT PHASE OF OPERATION<br>OVERSHOOT LANDING ROLL<br>COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL   |                      |
| PROBABLE CAUSE<br>PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED<br>PILOT IN CUMMAND - SELECTED UNSUITABLE TERRAIN<br>REMARKS- RUAD STRIP,SERIES OF STEEP DOWN SLOPES.  |                      |
| PAGE 1330  |                      |

BRIEFS OF ACCIDENTS AIRCRAFT DATA INJURIES FLIGHT PILOT DATA UDCKET DATE LOCATION F S M/N PURPOSE -----8/3/67 BONNER SPRGS,KANS STITS SA3D CK- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 49, 300 TOTAL 3-3970 TIME - 1030 N-6103U PX- 0 0 1 PLEASURE HOURS, 13 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN UVERSHOOT COLLIDED WITH DITCHES TAKEOFF ABORTED PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN CUMMAND - DELAYED IN INITIATING GU-AROUND REMARKS- PLT ABORTED LATE GOARDUND ATTEMPT. 3-3971 8/3/67 CLARKSBURG, CALIF BELLANCA 14-13 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL. INSTR., AGE 26, TIME - 1700 N-86898 PX- 0 0 3 PLEASURE 352 TOTAL HOURS, 25 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE PILOT IN CUMMAND - PREMATURE LIFT-OFF 3-3972 8/3/67 VANDALIA: MO PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 49, 40 TOTAL TIME - 1800 N-9795W PX- 0 0 0 TRAINING HOURS, 2 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL CULLIDED WITH DITCHES PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND -FAILED TO INITIATE GO-AROUND FACTOR AIRPORT CONDITIONS - WET RUNWAY PRIVATE, AGE 27, 242 TOTAL 3-3973 8/6/67 NR.BOUNE,IOWA CESSNA 140 CR- 0 0 1 NONCOMMERCIAL TIME - 1020 N-1978N PX- 0 0 1 PLEASURE HOURS, 238 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH CROP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILUT IN COMMAND - SELECTED UNSUITABLE TERRAIN MISCELLANEOUS ACTS, CONDITIONS - NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE ELECTRICAL SYSTEM - BATTERIES FACTOR MAINTENANCE, SERVICING, INSPECTION - IMPROPER MAINTENANCE REMARKS- LNDG AT UNLIGHTED STRIP, LNDG LIGHT FAILED DUE TO DEAD BATTERY, RT WING HIT CORN ALONGSIDE RNWY.

|        | DATE   |  |   |   |   |  | FLIGHT<br>PURPOSE  | PILOT DATA   |  |  |  |  |  |
|--------|--|--|---|---|---|--|--|--|--|--|--|--|--|
| 3-3974 |  | PLACERVILLE.CALIF<br>010   |   |   | 0<br>0  | 1<br>0                                 |  | STUDENT, AGE 36, 422 TOTAL<br>Hours, 238 in type.                  |  |  |  |  |  |
|        | TYPE OF A<br>UVERSH<br>NOSE O  |  |   |   | L   | ANDI                                   | OPERATION<br>NG LEVEL OFF/TOUCH<br>NG ROLL                                 | 100WN  |  |  |  |  |  |
|        | PILOT<br>PILOT<br>PILOT<br>FACTUR<br>MISCEL<br>AIRPOR  | PROBABLE CAUSE<br>PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED<br>PILUT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND<br>PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND                       |   |   |   |  |  |  |  |  |  |  |  |
| 3-3975 |  | AUGUSTA,KANS<br>955  | AERÜ CÜMDR 200-E<br>N-4001X<br>DAMAGE -SUBSTANTIAL  | PX- 0   |   |  |  | COMMERCIAL,FL.INSTR., AGE 4<br>13590 TOTAL HOURS, NONE IN<br>TYPE. |  |  |  |  |  |
|        | TYPE OF A<br>CULLIS  | CCIDENT<br>Ion with ground/wate  |   |   |   |  | OPERATION<br>FF INITIAL CLIMB  |  |  |  |  |  |  |
|        | PROBABLE   |  |   |   |   |  |  |  |  |  |  |  |  |
|        | FACTOR<br>PILOŤ  |  | TED UNSUITABLE TERRA  |   | EFT   | ON L                                   | IFT OFF ON 1ST FLIG  | GHT.RWY 3400FT SOFT WIDE   |  |  |  |  |  |
| 3-3976 | FACTOR<br>PILOŤ<br>REMARKS-<br>8/11/67<br>TIME - 1   | IN COMMAND - SELEC<br>EXPERIMENTAL ACFT RO<br>KIMBERLING CTY,MO<br>300   | TED UNSUITABLE TERRA)<br>LLED UNCONTROLLABLY 1<br>PIPER PA-28<br>-N-8348R   | CR- 0<br>PX- 0  |   |  |  |  |  |  |  |  |  |
| 3-3976 | FACTOR<br>PILOT<br>REMARKS-<br>8/11/67<br>TIME - 1<br>TYPE OF A<br>GROUND  | IÑ COMMAND - SELEC<br>EXPERIMENTAL ACFT RO<br>KIMBERLING CTY,MO  | TED UNSUITABLE TERRA]<br>LLED UNCONTROLLABLY 1<br>PIPER PA-28<br>-N-8348R<br>DAMAGE -SUBSTANTIAN  | ГО ТНЕ L<br>CR- О<br>РХ- О  | 0<br>0<br>PHAS<br>L                                   | 1<br>O<br>E OF                         |  |  |  |  |  |  |  |
| 3-3976 | FACTOR<br>PILOT<br>REMARKS-<br>8/11/67<br>TIME - 1<br>TYPE OF A<br>GROUND<br>NOSE O<br>PROBABLE<br>PILOT   | IN COMMAND - SELEC<br>EXPERIMENTAL ACFT RO<br>KIMBERLING CTY,MO<br>300<br>CCIDENT<br>-WATER LOUP-SWERVE<br>VER/DOWN<br>CAUSE   | TED UNSUITABLE TERRA]<br>LLED UNCONTROLLABLY 1<br>PIPER PA-28<br>-N-8348R<br>DAMAGE -SUBSTANTIAN<br>PER OPERATION OF BRAJ<br>PER COMPENSATION FOR   | ГО ТНЕ L<br>CR- О<br>РХ- О<br>L   | 0<br>0<br>PHAS<br>L<br>L                              | 1<br>O<br>ANDI<br>ANDI                 | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>NG ROLL<br>NG ROLL               |  |  |  |  |  |  |
|        | FACTOR<br>PILOT<br>REMARKS-<br>8/11/67<br>TIME - 1<br>TYPE OF A<br>GROUND<br>NOSE<br>PROBABLE<br>PILOT<br>REMARKS-<br>8/11/67                                      | IN COMMAND - SELEC<br>EXPERIMENTAL ACFT RO<br>KIMBERLING CTY,MO<br>300<br>CCIDENT<br>-WATER LOUP-SWERVE<br>VER/DOWN<br>CAUSE<br>IN COMMAND - IMPRO   | TED UNSUITABLE TERRAI<br>LLED UNCONTROLLABLY 1<br>PIPER PA-28<br>-N-8348R<br>DAMAGE -SUBSTANTIAN<br>PER OPERATION OF BRAI<br>PER COMPENSATION FOR<br>•<br>CESSNA 150<br>N-6511F                       | [U THE L<br>CR− 0<br>PX− 0<br>L<br>KES AND/<br>WIND CO<br>CR− 0<br>PX− 0<br>PX− 0 | 0<br>PHAS<br>L<br>DR F<br>NDIT                        | 1<br>O<br>ANDI<br>ANDI<br>LIGH<br>IONS | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>NG ROLL<br>NG ROLL<br>T CONTROLS | STUDENT, AGE 36, 103 TOTA<br>HOURS, ALL IN TYPE.                   |  |  |  |  |  |
|        | FACTOR<br>PILOT<br>REMARKS-<br>8/11/67<br>TIME - 1<br>TYPE OF A<br>GROUND<br>NOSE O<br>PROBABLE<br>PILOT<br>REMARKS-<br>8/11/67<br>TIME - 1<br>TYPE OF A<br>GRUUND | IN COMMAND - SELEC<br>EXPERIMENTAL ACFT RO<br>KIMBERLING CTY,MO<br>300<br>CCIDENT<br>-WATER LOUP-SWERVE<br>VER/DOWN<br>CAUSE<br>IN COMMAND - IMPRO<br>IN COMMAND - IMPRO<br>CRUSS-WIND OF 10 KTS<br>EVERETT,WASH | TED UNSUITABLE TERRAI<br>LLED UNCONTROLLABLY T<br>PIPER PA-28<br>N-B348R<br>DAMAGE -SUBSTANTIAN<br>PER OPERATION OF BRAN<br>PER COMPENSATION FOR<br>•<br>CESSNA 150<br>N-6511F<br>DAMAGE -SUBSTANTIAN | CR- 0<br>PX- 0<br>CR- 0<br>CR- 0<br>CR- 0<br>PX- 0<br>CR- 0                       | 0<br>PHAS<br>L<br>L<br>OR F<br>NDIT<br>0<br>PHAS<br>L | 1<br>O<br>ANDI<br>LIGH<br>IONS         | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>NG ROLL<br>NG ROLL<br>T CONTROLS | STUDENT, AGE 36, 103 TOTA<br>HOURS, ALL IN TYPE.                   |  |  |  |  |  |

| DOCKET |   |  | AIRCRAFT DATA  |                | -         | c             | M / AI           |                                    | PILOT DATA  |  |  |  |
|--------|---|--|--|----------------|-----------|---------------|------------------|------------------------------------|---|--|--|--|
| -3978  | 8/12/67 FR/<br>TIME - 1430  | ANKLIN,CALIF   | CESSNA 172<br>N-6825X<br>DAMAGE -DESTROYED   | CR-<br>PX-     | 0<br>0    | <b>0</b><br>0 | 1 N<br>1         | ONCOMMERCIAL<br>PLEASURE           | PRIVATE, AGE 28, 87 TOTAL<br>Hours, Unknown in Type,  |  |  |  |
|        | TYPE OF ACCI<br>COLLIDED  | DENT<br>WITH FENCE,FENCE   | POSTS  |                | Ρ         | HAS<br>T      | E OF O<br>AKEOFF | PERATION<br>INITIAL CLIMB          |   |  |  |  |
|        | AIRPORT SU<br>Factor<br>Airport Cu<br>Airport Cu  | COMMAND - FAILE<br>UPERVISORY PERSON<br>DNDITIONS - POO<br>DNDITIONS - UNM | ED TO SEE AND AVOID OF<br>INEL – FAILURE TO NO<br>DRLY MAINTAINED RUNWAY<br>MARKED OBSTRUCTIONS<br>LACKTOP RWY. POST TOU | DTIFY<br>(SURF | OF<br>ACE | UNS           | AFE CO           | NDITION                            |   |  |  |  |
| -3979  | 8/13/67 NR<br>TIME - 1530   | .BERLIN,WIS  | CESSNA 1708<br>N-43048<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-     | 0<br>0    | 0<br>0        | 1 N<br>0         | ONCOMMERCIAL<br>Pleasure           | PRIVATE, AGE 44, 415 TOTAL<br>Hours, Unknown In Type. |  |  |  |
|        | 79     8/13/67     NR.BERLIN,WIS     CESSNA 170B     CR-     0     0     NONCOMMERCIAL     PRIVATE,     AGE 44, 415       TIME - 1530     N-43048     PX-     0     0     PLEASURE     HOURS, UNKNOWN IN TYPE       DAMAGE -SUBSTANTIAL     TYPE OF ACCIDENT     PHASE OF OPERATION     NORMAL CRUISE       ENGINE FAILURE OR MALFUNCTION     INFLIGHT NORMAL CRUISE       HARD LANDING     LANDING LEVEL OFF/TOUCHDOWN |  |  |                |           |               |                  |                                    |   |  |  |  |
|        | FACTOR<br>TERRĂIN -<br>Emergency cii  | T - MISCELLANEOUS<br>HIGH OBSTRUCTI  | CED LANDING OFF AIRPO  |                |           |               | TERMIN           | ED REASONS                         |   |  |  |  |
| -3980  | 8/14/67 JO<br>TIME - 1815   | HNSON, KANS  | MOONEY M2OC<br>N-5641Q<br>DAMAGE -SUBSTANTIAI  |                | 0<br>0    | 0<br>0        | 1 N<br>0         | ONCOMMERCIAL<br>BUSINESS           | PRIVATE, AGE 56, 208 TOTAL<br>Hours, 179 In Type.     |  |  |  |
|        | TYPE OF ACCI<br>OVERSHOOT<br>COLLIDED   |  |  |                |           | L 1           | ANDING           | PERATION<br>LEVEL OFF/TOUC<br>ROLL | CHDOWN  |  |  |  |
|        | PILOT IN<br>FACTOR  | COMMAND - MISJU<br>Comman <u>d</u> - Delay                                 | JDGED DISTANCE AND SPE<br>/ED IN INITIATING GO-/<br>   | ROUND          |           |               |                  |                                    |   |  |  |  |

BRIEFS OF ACCIDENTS \_\_\_\_\_ DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE -----3-3981 8/14/67 COLUMBIA, CALIF CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 30, 102 TOTAL TIME - 0800 N-4689L PX- 0 0 3 PLEASURE HOURS, ALL IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOUT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH OBJECT LANDING GO-AROUND PROBABLE CAUSE PILUT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND REMARKS- STRUCK ROCKS. 3-3982 8/15/67 GEURGETUWN, WASH PIPER PA-23 CR- 0 0 1 NONCOMMERCIAL AIRLINE TRANSPORT, AGE 47, TIME - 1953 N-4893P PX- 0 0 1 PLEASURE 11600 TOTAL HOURS, 50 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 PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE REMARKS- ATTENTION DIVERTED BY TRAFFIC IN PATTERN. 3-3983 8/16/67 LIBBY, MONT PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL. INSTR., AGE 38, TIME - 1150 N-5864P PX- 0 0 0 BUSINESS 1811 TOTAL HOURS, 16 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 FACTUR MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE 3-3984 8/20/67 RUGBY,N DAK CHAMPION 7AC CR- 0 0 1 NONCOMMERCIAL NONE, AGE 21, NO TOTAL HOURS, TIME - 2330 N-84045 PX- 0 0 0 PLEASURE NONE IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION CULLISION WITH GROUND/WATER UNCONTROLLED INFLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGEMENT FACTOR MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT

REMARKS- PLT STATED HE HAD BEEN DRINKING PRIOR TO THE ATTEMPTED FLIGHT.

BRIEFS OF ACCIDENTS DOCKET LOCATION AIRCRAFT DATA FLIGHT DATÉ INJURIES PILOT DATA F S M/N PURPOSE \_\_\_\_\_ 3-3985 8/23/67 PORTLAND, OREG STUDENT, AGE 17, 29 TOTAL BEECH A23 CR- 0 0 1 INSTRUCTIONAL PX- 0 0 0 HOURS, ALL IN TYPE. TIME - 1405 N-2374₩ TRAINING DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOUP-SWERVE TAXI FROM LANDING COLLIDED WITH PARKED AIRCRAFT TAXI FROM LANDING PROBABLE CAUSE PILOT IN CUMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- STRUCK PIPER N6067P, SUBSTANTIAL DAMAGE ALSO, BEECH N2113K MINOR DAMAGE. 3-3986 8/25/67 CIMARRON, N MEX CESSNA 210 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 42, 515 TOTAL PX- C 0 1 TIME - 1515 N-2375F HOURS, ALL IN TYPE. PLEASURE DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILUT IN CUMMAND -FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- PLT WAS PRE-OCCUPIED WITH CLOSING HIS FLIGHT PLAN. 9/7/67 CANASTOTA,NY 3-3987 PIPER PA-16 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 33, 14 TOTAL TIME - 1300 N-5971H PX- 0 0 0 TRAINING HOURS, 11 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOUP-SWERVE LANDING ROLL COLLIDED WITH PARKED AIRCRAFT LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- PARKED ACFT-CESSNA 172 N6801X, SUBSTANTIAL DAMAGE 3-3988 9/10/67 WENDEN, ARIZ PIPER PA-22 CR- 0 0 1 INSTRUCTIONAL NONE, AGE 23, 4 TOTAL HOURS, TIME - 1945 N-8446D PX- 0 0 0 TRAINING ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHUDT LANDING FINAL APPROACH CULLIDED WITH OBJECT LANDING FINAL APPROACH PROBABLE CAUSE PILUT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT REMARKS- STRUCK RAILROAD TIE.

|        |  |  | BRIEFS   |                 |            |        |  |                            |                               |
|--------|--|--|--|-----------------|------------|--------|--|----------------------------|-------------------------------|
| DOCKET | DATE   | LUCATION                                   | AIRCRAFT DATA  |                 | F S        | M/N    | PURPOSE  | PILOT DATA                 |                               |
| 3-3989 |  | ING SALMUN, ALAS                           | PIPER PA-14<br>N-4257H<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-      |            |        |  | PRIVATE,<br>HOURS, 253     | AGE 42, 1000 TOTA<br>In Type. |
|        | TYPE OF ACCI<br>CULLIDED                       | IDENT<br>WITH OBJECT                       | DAMAGE -SUBSTANTIA   | L               |            |        | OPERATION<br>FF RUN                            |                            |                               |
|        | PILUT IN                                       | COMMAND - INADE<br>COMMAND - SELEC         | QUATE PREFLIGHT PREP<br>TED UNSUITABLE TERRA<br>D TO OBTAIN/MAINTAIN                       | IN              |            |        | LANNING  |                            |                               |
|        | AIRPORT (                                      | CONDITIONS - SOF<br>FEMPTED TAKE OFF FI    | T RUNWAY<br>Rom gravel bar. Soft   | GRAVE           | AND        | TUND   | RA, STRUCK WILLOWS                             |                            |                               |
| 3-3990 | 9/30/67 NF<br>TIME - 0710                      | R.MILL CREEK,OKLA<br>)                     | CESSNA 150E<br>N-6251T<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-      | 0 0<br>0 0 | 1<br>0 | INSTRUCTIONAL<br>TRAINING                      | STUDENT, ALL               | AGE 20, 70 TOTAL<br>In type.  |
|        | TYPE OF ACCI<br>OVERSHUOT<br>COLLIDED          |  |  | E               |            | LANDI  | OPERATION<br>NG FINAL APPROACH<br>NG GO-AROUND |                            |                               |
|        | PILUT IN                                       | COMMAND - MISJU<br>COMMAND - DELAY         | DGED DISTANCE AND SP<br>ED IN INITIATING GO-<br>N FIELD,ABORTED CUT                        | AROUND          | I WIR      | ES AT  | END OF FIELD.                                  |                            |                               |
| 3-3991 | 10/1/67 NF<br>TIME - 1130                      | K.JUSEPH CITY,ARIZ                         | CESSNA 172<br>N-3003U<br>DAMAGE -SUBSTANTIA  | CR-<br>PX-      | 0 0<br>0 0 | 1<br>1 | NONCOMMERCIAL<br>Pleasure                      | PRIVATE, A<br>Hours, 81 II | AGE 26, 143 TOTAL<br>N TYPE.  |
|        | TYPE OF ACCI<br>ENGINE FA<br>GEAR COLL         | ILURE OR MALFUNCT                          | ION  |                 |            | INFLI  | OPERATION<br>GHT NORMAL CRUISE<br>NG ROLL      |                            |                               |
|        | PROBABLE CAU<br>POWERPLAN<br>FACTOR            |  | - POWERPLANT FAIL  | JRE FOF         | UND        | ETERM  | INED REASONS                                   |                            |                               |
|        |  |  | DNS - OVERLOAD FAI<br>CED LANDING OFF AIRPO  |                 | LAND       |        |  |                            |                               |
| 3-3992 | 10/1/67 JA<br>TIME - 2035                      | MESTOWN;N DAK                              | CHAMPIUN ECA<br>N-9976y<br>Damage -substantia  |                 | 0 0<br>0 0 | 1<br>1 | NONCOMMERCIAL<br>Pleasure                      | PRIVATE, A<br>Hours, 12 In | AGE 31, 100 TOTAL<br>N TYPE.  |
|        | TYPE OF ACCI<br>Collided<br>Gear Coll          | WITH DITCHES                               |  |                 |            | LANDI  | OPERATION<br>NG ROLL<br>NG ROLL                |                            | -                             |
|        | PROBABLE CAL<br>PILOT IN<br>PILOT IN<br>FACTOR | JSE<br>COMMAND – BECAMI<br>COMMAND – SELEC | E LOST/DISORIENTED<br>TED UNSUITABLE TERRA   | IN              |            |        |  |                            |                               |
|        | PILUT IN<br>MISCELLAN<br>EMERGENCY CI          | EOUS ACTS,CUNDITIO                         | PTED OPERATION BEYON<br>DNS - OVERLOAD FAIL<br>CAUTIONARY LANDING OU<br>TO AIRPORT FOR RWY | LURE<br>N AIRPO | DRT        |        |  |                            | T CALL THE                    |

|        |  |  | BRIEFS   |  |             |                   |                 |  |  |
|--------|--|--|--|--|-------------|-------------------|-----------------|--|--|
| DUCKET |  |  | AIRCRAFT DATA  | INJUR  | LIES<br>F   | ;<br>s            | M/N             | FLIGHT<br>PURPOSE  | PILOT DATA   |
| 3-3993 | 10/5/67 EF<br>TIME - 2420<br>TYPE OF ACC   | LANGER,KY<br>LANGER,KY<br>LUENT<br>LANDING   | BEECH D18S<br>N-117J<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-                                     | 0<br>0<br>F | 0<br>0<br>9 4 4 9 | 2<br>0<br>5E OF | COMMERCIAL<br>MIL/CTR CARGO<br>OPERATION<br>NG LEVEL OFF/TOU | COMMERCIAL, AGE 36, 2558<br>Total Hours, 1227 in Type. |
|        | MISCELLAP<br>LANDING (<br>MISCELLAP<br>ELECTRICA<br>MISCELLAP<br>FACTOR<br>MAINTENAN<br>PILUT IN<br>EMERGENCY CI | CUMMAND - INADV<br>REDUS ACTS,CONDITI<br>SEAR - NORMAL RE<br>REDUS ACTS,CONDITI<br>AL SYSTEM - BATT<br>REDUS ACTS,CONDITI<br>REDUS ACTS,CONDITI<br>COMMAND - ATTEM<br>RECUMSTANCES - PRE | UNS – DETERIORATED<br>ECTION – INADEQUAT<br>PTED OPERATION W/KNO<br>CAUTIONARY LANDING O | RGENCY<br>SSEMBL<br>AILURE<br>E MAIN<br>WN DEF | TEN         | IANC              | E AN<br>IES     | D INSPECTION<br>In equipment                                 | JWN.FAILURE OF LFT BATTRY                              |
| -3994  | 16/5/67 HC<br>TIME - 1915<br>TYPE OF ACCI<br>HARD LAND   | DENT   | PIPER PA-28<br>N-6829W<br>DAMAGE -SUBSTANTIA   | L  | Ρ           | HAS               | E OF            | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>NG LEVEL OFF/TOUG  | PRIVATE, AGE 43, 100 TOTAL<br>Hours, 90 in Type.       |
|        | GEAR COLL<br>PROBABLE CAL<br>PILOT IN<br>FACTOR  | APSED<br>ISE<br>COMMAND - IMPRO  | PER RECOVERY FROM BO<br>DNS - OVERLOAD FAI   |  |             | L                 | ANDI            | NG LEVEL OFF/TOUG  |  |
| -3995  | TIME - 1100<br>TYPE OF ACCI  | DENT   | ERCO 415-C<br>N-99538<br>DAMAGE -SUBSTANTIA  | PX-  | 0<br>P      | 0<br>HAS          | 0<br>E OF       | PLEASURE<br>OPERATION  | STUDENT, AGE 24, 30 TOTAL<br>Hours, 11 in Type.        |
|        | PROBABLE CAU<br>PILOT IN<br>PILOT IN   | COMMAND - SELEC<br>COMMAND - ATTEM   | TED UNSUITABLE TERRA<br>PTED OPERATION BEYON<br>G DUE TO ENGINE MALF                     | D EXPE   | RIE         | NCE               | /ABI            |  | IME PILE.  |

BRIEFS OF ACCIDENTS

|       |   |   | BRIEFS   |                                   |             |                |                        |   |                             |                              |
|-------|---|---|--|-----------------------------------|-------------|----------------|------------------------|---|-----------------------------|------------------------------|
| JCKET | DATE  | LOCATION  | AIRCRAFT DATA  | INJUR                             | LES<br>F    | s<br>s         | M/N                    | FLIGHT<br>PURPOSE   | PILOT DATA                  |                              |
| 3996  | 10/7/67 NF<br>TIME - 1400<br>TYPE OF ACCI<br>ENGINE F/  | R.CHITINA,ALAS<br>)   | PIPER PA-18<br>N-1271A<br>DAMAGE -SUBSTANTIA   | CR-<br>PX-                        | 0<br>0<br>F | 0<br>0<br>2449 | 1<br>0<br>SE 0<br>TAKE | NONCOMMERCIAL<br>PLEASURE<br>F OPERATION<br>DFF INITIAL CLIMB<br>ING ROLL | COMMERCIAL,<br>TOTAL HOURS, | AGE 27, 1400<br>600 IN TYPE. |
|       | MISCELLAN<br>EMERGENCY CI   | IG,DE-ICING SYSTE<br>IEOUS ACTS,CONDIT<br>RCUMSTÂNCES - FOI   | MS – CARBURETOR DE-<br>IONS – MATERIAL FAI<br>RCED LANDING OFF AIRP<br>IRE BROKE,CARB HEAT H   | LURE<br>ORT OM                    | . њA        | TER            | ł                      | ACFT ON FLOATS,LAN  | DED ON LAKE,SL              | ID ASHORE.                   |
| 3997  | 12/28/67 AG<br>TIME - 1300  | GENCY,IOWA  | CESSNA 172E<br>N-3684S<br>Damage -substantia   | CR<br>PX-                         | 0<br>0      | 0<br>0         | 1<br>1                 | NONCOMMERCIAL<br>BUSINESS   | PRIVATE, A<br>HOURS, 41 IN  | GE 24, 65 TOTAL<br>Type.     |
|       | TYPE OF ACCI<br>Engine FA<br>Gear Coll  | ILURE OR MALFUNC  |  |                                   |             | 1              | INFL                   | F OPERATION<br>IGHT NORMAL CRUISE<br>ING ROLL                             |                             |                              |
|       | MISCELLAM<br>MAINTENAN<br>WEATHER -<br>FACTOR<br>MISCELLAM<br>TERRAIN -<br>WEATHER BRIE<br>WEATHER FORE<br>EMERGENCY CI | IG, DE-ICING SYSTE<br>IEOUS ACTS, CUNDIT<br>IGE, SERVICING, INSI<br>CONDITIONS CON<br>IEOUS ACTS, CONDIT<br>ROUGH/UNEVEN<br>FING - BRIEFED 8<br>ICAST - FORECAST :<br>RCUMSTANCES - FOI | MS - CARBURETOR DE-<br>IONS - IMPROPERLY S<br>PECTION - INADEQUAT<br>NDUCIVE TO CARB./INDU<br>IONS - OVERLOAD FAI<br>Y FSP, BY PHONE<br>SUBSTANTIALLY CORRECT<br>RCED LANDING OFF AIRP<br>ABLE CAME LOOSE FROM | ECURED<br>E MAIN<br>CTION<br>LURE | ITEN<br>SYS | NANG           | CEA<br>4 IC            | ING   |                             |                              |
| 3998  | 10/9/67 NA<br>TIME - 1630   | SHUA, NH<br>)   | CESSNA 185<br>N-9977X  | CR-<br>PX-                        | 0<br>0      | 0<br>0         | 1<br>0                 | NONCOMMERCIAL<br>Pleasure   | PRIVATE, A<br>Hours, 600 I  | GE 31, 1502 TOTAI<br>N TYPE. |
|       | TYPE OF ACCI<br>GROUND-WA   |   | DAMAGE -SUBSTANTIA   |                                   |             |                |                        | F OPERATION   |                             |                              |
|       | PROBABLE CAU<br>PILUT IN  |   | ED TU MAINTAIN DIRECT  | IONAL                             | CON         | ITRO           | DL                     |   |                             |                              |

BRIEFS OF ACCIDENTS

BRIFFS OF ACCIDENTS DOCKET LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA DATE F S M/N PURPOSE 3-3999 10/13/67 MONGAUP VALLEY, NY STINSON 108-3 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 51, 3600 TOTAL N-6935M PX- 0 0 0 PLEASURE HOURS, 1290 IN TYPE. TIME - 0530 DAMAGE -DESTROYED PHASE OF OPERATION TYPE OF ACCIDENT TAKEOFF RUN COLLIDED WITH OBJECT PROBABLE CAUSE AIRPORT CONDITIONS - HIDDEN HAZARD FACTOR MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- FLOAT EQUIPPED. STRUCK SUBMERGED OBJECT. 3-4000 10/13/67 DOUGLAS, N DAK PIPER J-3 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 38, 30 TOTAL TIME - 1845 N-88186 PX- 0 0 0 PLEASURE HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA REMARKS- PILOT MISTOOK A THREE ROW SHELTERBELT FOR RUNWAY 3-4001 10/14/67 SALEM, IND CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 27, 125 TOTAL TIME - 1430 N-4140F PX- 0 0 2 PLEASURE HOURS, 72 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL PROBABLE CAUSE LANDING GEAR - NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE REMARKS- NOSE WHEEL FORK FAILED STUDENT, AGE 30, 32 TOTAL 3-4002 10/14/67 CRAIG, NEBR LUSCOMBE 8A CR- 0 0 1 NONCOMMERCIAL TIME - 1530 PX- 0 0 0 PLEASURE HOURS, 22 IN TYPE. N-2884K DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAKEOFF RUN GEAR COLLAPSED TAKEOFF RUN PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR TERRAIN - HIDDEN OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- TAKE OFF ATTEMPTED FROM FIELD COVERED WITH 4-5 INCHES OF CLOVER. HOLE OBSCURED BY CLOVER.

| ОСКЕТ  | DATE  | LOCATION   | AIRCRAFT DATA  | INJURI  |   |  | 47N  | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|---|--|--|---|---|--|--|---|--|
| 3-4003 | 10/15/67 S.<br>TIME - 113   |  | PIPER PA-22<br>N-1242C<br>DAMAGE -SUBSTANTIA   | РХ-   |   |  |  | NONCOMMERCIAL<br>PLEASURE   | STUDENT, AGE 56, 145 TOTAL<br>Hours, all in type.  |
|        | TYPE OF ACC<br>GEAR COL   |  | DAMAGE - JUDSTANTIA  | L   | PH  |  |  | OPERATION<br>G ROLL   |  |
|        | MISCELLA<br>FACTOR<br>MISCELLA  | GEAR - NOSEWHEEL<br>NEOUS ACTS,CONDITI<br>NEOUS ACTS,CONDITI   | ASSEMBLIES<br>ONS - MATERIAL FAI<br>ONS - PREVIOUS DAM<br>EMBLY P/N 13034-00.  |   |   |  |  |   |  |
| 3-4004 | 10/15/67 A<br>TIME - 135  | MITYVILLE,NY<br>D  | AERONCA 11AC<br>N-85983<br>DAMAGE -SUBSTANTIA  | PX-   |   |  |  | NONCOMMERCIAL<br>Pleasure   | COMMERCIAL, AGE 31, 1400<br>Total Hours, 20 in type.   |
|        | TYPE UF ACC<br>GEAR COL   |  |  | -   | PH  |  |  | OPERATION<br>Ig level off/touc  | HDOWN  |
|        |   |  |  |   |   |  |  |   |  |
|        | MAINTENA<br>EMERGENČY C   | NCE,SERVICING,INSP<br>IRCUMSTANCES - PRE<br>SUS  | -SHOCK ABSORBING ASS<br>ECTIUN - IMPROPER<br>CAUTIONAKY LANDING U<br>PECTED MECHANICAL DI<br>IN THE INTERIOR PART  | MAINTEN<br>N AIRPO<br>SCREPAN   | ANC<br>RT<br>CY   | E  |  |   | IT INSTALLED.  |
| -4005  | MAINTENA<br>EMERGENČY C<br>REMARKS- TH  | NCE,SERVICING,INSP<br>IRCUMSTANCES - PRE<br>SUS<br>E BOLTS WHICH RETA<br>K HAVSU CTY,ARIZ  | ECTION - IMPROPER<br>CAUTIONARY LANDING U<br>PECTED MECHANICAL DI<br>IN THE INTERIOR PART<br>CESSNA 172<br>N-7456X   | MAINTEN<br>N AIRPO<br>SCREPAN<br>S (PIST<br>CR-<br>PX-                              | ANC<br>RT<br>CY<br>DN   | 5 <b>P</b> I   | R I NG   |   | IT INSTALLED.<br>PRIVATE, AGE 62, 300 TOTA<br>HOURS, 280 IN TYPE.  |
| -4005  | MAINTENA<br>EMERGENČY C<br>REMARKS- TH<br>10/15/67 L<br>TIME - 153<br>TYPE OF ACC<br>UNDERSHU   | NCE,SERVICING,INSP<br>IRCUMSTANCES - PRE<br>SUS<br>E BOLTS WHICH RETA<br>K HAVSU CTY,ARIZ<br>O<br>IDENT  | ECTION - IMPROPER<br>CAUTIONARY LANDING O<br>PECTED MECHANICAL DI<br>IN THE INTERIOR PART<br>CESSNA 172  | MAINTEN<br>N AIRPO<br>SCREPAN<br>S (PIST<br>CR-<br>PX-                              | ANC<br>RT<br>CY<br>ON<br>0  | SPI<br>0<br>0<br>IASI  | RING<br>1<br>1<br>E OF<br>ANDIN                            | ASSEMBLY) WERE NO   | PRIVATE, AGE 62, 300 TOTA<br>Hours, 280 in type.   |
| -4005  | MAINTENAL<br>EMERGENCY C<br>REMARKS- TH<br>10/15/67 L<br>TIME - 153<br>TYPE OF ACC<br>UNDERSHO<br>COLLIDED<br>PROBABLE CA<br>PILUT IN   | NCE,SERVICING,INSP<br>IRCUMSTANCES - PRE<br>SUS<br>E BOLTS WHICH RETA<br>K HAVSU CTY,ARIZ<br>O<br>IDENT<br>UT<br>WITH OBJECT<br>USE<br>COMMAND - MISJU   | ECTIUN - IMPROPER<br>CAUTIONAKY LANDING U<br>PECTED MECHANICAL DI<br>IN THE INTERIOR PART<br>CESSNA 172<br>N-7456X<br>DAMAGE -SUBSTANTIA<br>DAMAGE -SUBSTANTIA   | MAINTEN<br>N AIRPO<br>SCREPAN<br>S (PIST<br>CR-<br>PX-<br>L<br>TITUDE               | ANC<br>RT<br>CY<br>ON<br>0<br>0<br>0  | 0<br>0<br>1451<br>L  | I<br>I<br>E OF<br>ANDIN                                    | ASSEMBLY) WERE NO<br>NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>G FINAL APPROACH<br>G FINAL APPROACH                                       | PRIVATE, AGE 62, 300 TOTA<br>Hours, 280 in type.   |
| -4005  | MAINTENA<br>EMERGENCY C<br>REMARKS- TH<br>10/15/67 L<br>TIME - 153<br>TYPE OF ACC<br>UNDERSHU<br>CULLIDED<br>PROBABLE CA<br>PILUT IN<br>REMARKS- ST   | NCE,SERVICING,INSP<br>IRCUMSTANCES - PRE<br>SUS<br>E BGLTS WHICH RETA<br>K HAVSU CTY,ARIZ<br>O<br>IDENT<br>UT<br>WITH OBJECT<br>USE<br>COMMAND - MISJU<br>RUCK ROAD EMBANKME<br>EARBLOSSOM,CALIF                   | ECTIUN - IMPROPER<br>CAUTIONAKY LANDING U<br>PECTED MECHANICAL DI<br>IN THE INTERIOR PART<br>CESSNA 172<br>N-7456X<br>DAMAGE -SUBSTANTIA<br>DAMAGE -SUBSTANTIA<br>NT END OF RNWY.PLT S<br>SCHWEIZER SGS126<br>N-3839A            | MAINTEN<br>N AIRPO<br>SCREPAN<br>CR-<br>PX-<br>L<br>TITUDE<br>TATED E<br>CR-<br>PX- | ANC<br>RT<br>CY<br>DN<br>0<br>0<br>PH   | 5<br>5<br>0<br>0<br>1<br>4<br>5<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1<br>1 | RING<br>1<br>1<br>E OF<br>ANDIN<br>ANDIN<br>MENT           | ASSEMBLY) WERE NO<br>NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>G FINAL APPROACH<br>G FINAL APPROACH<br>APPEARED TO BE PA<br>NONCOMMERCIAL | PRIVATE, AGE 62, 300 TOTA<br>Hours, 280 in type.   |
|        | MAINTENAL<br>EMERGENCY C<br>REMARKS- TH<br>10/15/67 L<br>TIME - 153<br>TYPE OF ACC<br>UNDERSHO<br>CULLIDED<br>PROBABLE CA<br>PILUT IN<br>REMARKS- ST<br>10/15/67 P<br>TIME - 141<br>TYPE OF ACC<br>UNDERSHO | NCE, SERVICING, INSP<br>IRCUMSTANCES - PRE<br>SUS<br>E BOLTS WHICH RETA<br>K HAVSU CTY, ARIZ<br>O<br>IDENT<br>UT<br>WITH OBJECT<br>USE<br>COMMAND - MISJU<br>RUCK ROAD EMBANKME<br>EARBLUSSOM, CALIF<br>O<br>IDENT | ECTION - IMPROPER<br>CAUTIONARY LANDING<br>PECTED MECHANICAL DI<br>IN THE INTERIOR PART<br>CESSNA 172<br>N-7456X<br>DAMAGE -SUBSTANTIA<br>DAMAGE -SUBSTANTIA<br>NGED DISTANCE AND AL<br>NT END OF RNWY.PLT S<br>SCHWEIZER SGS126 | MAINTEN<br>N AIRPO<br>SCREPAN<br>CR-<br>PX-<br>L<br>TITUDE<br>TATED E<br>CR-<br>PX- | ANC<br>RT<br>CY<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | E<br>SPI<br>0<br>0<br>IASI<br>LI<br>1<br>NKI<br>0<br>0<br>1<br>I<br>I<br>I<br>I<br>I<br>I<br>I                       | I<br>I<br>E OF<br>ANDIN<br>MENT<br>I<br>O<br>E OF<br>ANDIN | ASSEMBLY) WERE NO<br>NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>G FINAL APPROACH<br>G FINAL APPROACH<br>APPEARED TO BE PA<br>NONCOMMERCIAL | PRIVATE, AGE 62, 300 TOTA<br>HOURS, 280 IN TYPE.<br>RT OF RNWY.BOTH GRAVEL.<br>PRIVATE, AGE 37, 70 TOTAL<br>HOURS, 50 IN TYPE. |

|       | DATE   | LOCAT ION   |   | INJUR      | IES<br>F | s      | M/N    | PURPOSE                   | PILOT DATA   |  |
|-------|--|---|---|------------|----------|--------|--------|---------------------------|--|--|
|       |  | .EAST TAWAS, MICH   | CESSNA 182<br>N-2477X<br>DAMAGE -SUBSTANTIA   | CR-<br>PX- |          |        |        | NONCOMMERCIAL<br>PLEASURE | PRIVATE, AGE 29, 113 TOTAL<br>HOURS, 40 IN TYPE.       |  |
|       | TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF ABORTED |   |   |            |          |        |        |                           |  |  |
|       | PILOT IN<br>FACTOR<br>TERRAIN -  | COMMAND - SELEC   |   |            | DFF      |        |        |                           |  |  |
| -4008 | 10/16/67 EL<br>TIME - 1600   |   | BEECH C35<br>N-5801C<br>DAMAGE -SUBSTANTIAI   | CR-<br>PX- | 0<br>0   | 0<br>0 | 1<br>3 | NONCOMMERCIAL<br>BUSINESS | PRIVATE, AGE 37, 70 TOTAL<br>Hours, 14 in type.        |  |
|       | TYPE OF ACCIDENT PHASE OF OPERATION<br>WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN           |   |   |            |          |        |        |                           |  |  |
|       | MISCELLAN<br>FACTOR<br>POWERPLAN<br>MISCELLAN<br>MISCELLAN                             | COMMAND - FAILE<br>EDUS ACTS,CONDITI<br>T - ENGINE ACCESS<br>EDUS ACTS,CONDITI<br>EDUS ACTS,CONDITI | D TO ASSURE THE GEAR<br>ONS – IMPROPER EMEN<br>ORIES – GENERATORS<br>ONS – ELECTRICAL FA<br>ONS – DISCONNECTED<br>TOR SEPARATED AT FIEL | RGENCY     | PR       | .0CE   | DURI   |                           |  |  |
| -4009 | 1С/16/67 Рн<br>TIME — 1200   | OENIX, ARIZ   | CESSNA 177<br>N-2244y<br>Damage -Substantiai  |            | 0<br>0   | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>BUSINESS | COMMERCIAL, AGE 31, 2216<br>Total Hours, none in type. |  |
|       | TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLIDED WITH TREES TAKEOFF ABORTED             |   |   |            |          |        |        |                           |  |  |
|       | PILOT IN<br>PILOT IN<br>FACTOR   | COMMAND - SELEC<br>COMMAND - DELAY<br>COMMAND - LACK  | TED UNSUITABLE TERRA<br>ED ACTION IN ABORTING<br>OF FAMILIARITY WITH /  | G TAKE     |          |        |        |                           |  |  |
|       |  | WET, SOFT GROUN   | D<br>OLF COURSE,AFTER STAT  |            |          |        |        |                           |  |  |

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|       |   |                 | AIRCRAFT DATA                                 |                  | F      | S                                  | M/N   | PURPOSE                       | PILOT DATA   |  |  |  |
|-------|---|-----------------|---|------------------|--------|------------------------------------|---|-------------------------------|--|--|--|--|
|       | 10/18/67 BE   | RMDA DUNS,CALIF | PIPER PA-24<br>N-7839P<br>DAMAGE -SUBSTANTIAL | CR-<br>PX-       | 0      | 0<br>0                             | 1<br>0  | NONCOMMERCIAL<br>PLEASURE     | PRIVATE, AGE 45, 70 TOTAL<br>Hours, Unknown in Type. |  |  |  |
|       | TYPE OF ACCI<br>GEAR RETR                                       |                 |   |                  | Ρ      | PHASE OF OPERATION<br>LANDING ROLL |   |                               |  |  |  |  |
|       | PROBABLE CAU<br>PILOT IN  |                 | ERTENTLY RETRACTED GE                         | AR               |        |                                    |   |                               |  |  |  |  |
| -4011 | 10/19/67 UK<br>TIME - 1000                                      | EECHOBEE,FLA    | CESSNA 210<br>N-1967V                         | CR-<br>PX-       | 0<br>0 | 0<br>0                             | 1<br>2  | NONCOMMERCIAL<br>Pleasure     | PRIVATE, AGE 45, 1600 TOTAL<br>Hours, 300 IN TYPE.   |  |  |  |
|       | TYPE UF ACCI<br>BIRD STRI                                       |                 | DAMAGE -SUBSTANTIAL                           |                  |        |                                    |   | OPERATION<br>GHT NORMAL CRUIS |  |  |  |  |
|       |   | EUUS - BIRD COL | LISION<br>500 FT MSL.NOT IDENTI               | FIED.            |        |                                    |   |                               |  |  |  |  |
| -4012 | 10/19/67 ST<br>TIME - 1605                                      | ILWELL,OKLA     | CESSNA 310D<br>N-6927T<br>DAMAGE -SUBSTANTIAL | CR-<br>PX-       | 0<br>0 | 0<br>0                             | 1<br>3  | NONCOMMERCIAL<br>Business     | PRIVATE, AGE 45, 1500 TOTAL<br>Hours, 500 in type.   |  |  |  |
|       | TYPE OF ACCIDENT<br>UVERSHOUT<br>CULLIDED WITH FENCE,FENCEPUSTS |                 |   |                  |        |                                    | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING ROLL |                               |  |  |  |  |
|       | PROBABLE CAU<br>PILUT IN  |                 | DGED DISTANCE AND SPE                         | ED               |        |                                    |   |                               |  |  |  |  |
| -4013 | 10/19/67 CH<br>TIME - 1315                                      | ICAGO,ILL       |   |                  | 0<br>0 | 0<br>0                             | 1<br>3  | NONCOMMERCIAL<br>Pleasure     | PRIVATE, AGE 33, 61 TOTAL<br>Hours, 6 in type.       |  |  |  |
|       | TYPE OF ACCI<br>HARD LAND<br>GEAR COLL                          | ING             | DAMAGE -SUBSTANTIAL                           | CHDOWN<br>Chdown |        |                                    |   |                               |  |  |  |  |
|       | FACTOR  | COMMAND - IMPRO | PER RECOVERY FROM BOU<br>ONS - OVERLOAD FAIL  |                  | .AN    | DIN                                | G   |                               |  |  |  |  |

BRIEFS OF ACCIDENTS

| DOCKET        |  |  |   |                                 |  |   |  |  |  |  |  |  |
|---------------|--|--|---|---------------------------------|--|---|--|--|--|--|--|--|
|               | DATE LOCATION  | AIRCRAFT DATA  | INJURI  | ES                              | M/N  | FLIGHT<br>PURPOSE   | PILOT DATA   |  |  |  |  |  |
| -4014         | 10/20/67 NEWBURGH,NY<br>TIME - 1730  | CESSNA 150<br>N-7198F<br>DAMAGE -SUBSTANTIAI   |   | 0 0                             | 1<br>0   | INSTRUCTIONAL<br>TRAINING   | STUDENT, AGE 33, 9 TOTAL<br>Hours, All in type.          |  |  |  |  |  |
|               | TYPE OF ACCIDENT PHASE OF OPERATION<br>HARD LANDING LANDING LEVEL OFF/TOUCHDOWN<br>GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN  |  |   |                                 |  |   |  |  |  |  |  |  |
|               | PROBABLE CAUSE<br>PILOT IN COMMAND - IN<br>FACTOR<br>MISCELLANEOUS ACTS,CONG   | IPROPER LEVEL OFF<br>DITIONS - OVERLOAD FAIL   | LURE  |                                 |  |   |  |  |  |  |  |  |
| 8-4015        | 10/21/67 CALLICOON,PA  | CESSNA 172   | CR-   | o c                             | 1  | INSTRUCTIONAL   | STUDENT, AGE 23, 32 TOTAL                                |  |  |  |  |  |
|               | TIME - 1350  | N-3858L<br>DAMAGE -SUBSTANTIAI   | PX- (   | 0 0                             | 0  | TRAINING  | HOURS, UNKNOWN IN TYPE.                                  |  |  |  |  |  |
|               | TYPE OF ACCIDENT<br>Engine failure or malfu<br>Collided with Trees   |  |   |                                 | INFLI  | OPERATION<br>GHT NORMAL CRUISE<br>NG FINAL APPROACH                               |  |  |  |  |  |  |
|               | MISCELLANEOUS ACTS, COND   |  | LURE<br>DRT ON I  | LAND                            |  |   | ETOR.  |  |  |  |  |  |
|               |  |  |   |                                 |  |   |  |  |  |  |  |  |
| 3-4016        | 10/21/67 LAMONI,IOWA<br>TIME - 0715  | CESSNA 182<br>N-32050<br>Damage - Substantia   | CR- (<br>PX- (  |                                 |  | NONCOMMERCIAL<br>PLEASURE   | PRIVATE, AGE 30, 99 TOTAL<br>Hours, 4 in type.           |  |  |  |  |  |
| 3-4016        |  | N-3205U<br>DAMAGE -SUBSTANTIAI   | РХ- (   | ) 0<br>рна                      | 3<br>SE OF<br>LANDII   |   | HOURS, 4 IN TYPE.  |  |  |  |  |  |
| <b>3-4016</b> | TIME - 0715<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH FENCE,FE<br>PROBABLE CAUSE<br>PILOT IN CUMMAND - MI<br>PILOT IN COMMAND - MI<br>MISCELLANEOUS ACTS,COND<br>EMERGENCY CIRCUMSTANCES - | N-3205U<br>DAMAGE -SUBSTANTIAL<br>INCEPOSTS<br>SJUDGED DISTANCE AND SPI<br>JADEQUATE PREFLIGHT PREPJ<br>ITIONS - INATTENTIVE 1   | PX- (<br>-<br>EED<br>ARATION<br>TO FUEL   | D O<br>PHA<br>AND<br>SUP        | 3<br>SE OF<br>LANDIN<br>LANDIN<br>/OR PI                           | PLEASURE<br>OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL                             | HOURS, 4 IN TYPE.  |  |  |  |  |  |
|               | TIME - 0715<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH FENCE,FE<br>PROBABLE CAUSE<br>PILOT IN CUMMAND - MI<br>PILOT IN COMMAND - MI<br>MISCELLANEOUS ACTS,COND<br>EMERGENCY CIRCUMSTANCES - | N-3205U<br>DAMAGE -SUBSTANTIAL<br>INCEPOSTS<br>SJUDGED DISTANCE AND SPI<br>IADEQUATE PREFLIGHT PREPA<br>INTIONS - INATTENTIVE T<br>PRECAUTIONARY LANDING OF<br>LOW ON FUEL<br>LUSCOMBE BF<br>N-1962B | PX- (<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | O O<br>PHA<br>AND<br>SUP<br>DRT | 3<br>SE OF<br>LANDII<br>LANDII<br>/OR PI<br>PLY<br>1               | PLEASURE<br>OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL                             | HOURS, 4 IN TYPE.  |  |  |  |  |  |
|               | TIME - 0715<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH FENCE,FE<br>PROBABLE CAUSE<br>PILOT IN COMMAND - MI<br>PILOT IN COMMAND - IN<br>MISCELLANEOUS ACTS,CONC<br>EMERGENCY CIRCUMSTANCES - | N-3205U<br>DAMAGE -SUBSTANTIAL<br>INCEPOSTS<br>SJUDGED DISTANCE AND SPE<br>ADEQUATE PREFLIGHT PREP<br>DITIONS - INATTENTIVE T<br>PRECAUTIONARY LANDING OF<br>LOW ON FUEL<br>LUSCOMBE BF              | PX- (<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>-<br>- | AND<br>SUP<br>DRT<br>0 0<br>PHA | 3<br>SE OF<br>LANDIN<br>LANDIN<br>VOR PI<br>PLY<br>1<br>1<br>SE OF | PLEASURE<br>OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL<br>LANNING<br>NONCOMMERCIAL | HDURS, 4 IN TYPE.<br>Hddwn<br>Private, age 62, 100 total |  |  |  |  |  |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS DOCKET DATE LOCATION AIRCRAFT DATA INJURIES EL TGHT PILOT DATA F S M/N PURPOSE 3-4018 10/21/67 MOURESTOWN NJ CESSNA 182 CR-001 NONCOMMERCIAL COMMERCIAL, AGE 52, 3675 PX- 0 0 1 TIME - 1630 N-9237X PLEASURE TOTAL HOURS, 86 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN OVER SHOOT COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE PLIOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND 3-4019 10/22/67 AUGUSTA.GA PIPER PA-28 CR = 0 0 1NONCOMMERCIAL PRIVATE. AGE 62. 575 TOTAL HOURS, 202 IN TYPE. TIME - 1830 N-8347W PX- 0 0 1 PLEASURE DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN HARD LANDING GEAR COLLAPSED LANDING LEVEL DEE/TOUCHDOWN PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PRIVATE, AGE 33, 600 TOTAL 3-4020 10/22/67 SPRING VALLEY.NY CESSNA 210 CR- 0 0 1 NONCOMMERCIAL TIME - 1045 N-9660T PX- 0 0 2 PLEASURE HOURS. 30 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE LANDING GEAR - BRAKING SYSTEM MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION REMARKS- HEAVY BUILD UP OF RUST AND CORROSION ON BRAKE DISC SURFACE. 3-4021 10/23/67 WINDSOR LOCK, CONN CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 24, 257 TOTAL PX- 0 0 3 TIME - 1947 N-27040 PLEASURE HOURS, 6 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS+CONDITIONS - POORLY PLANNED APPROACH

BRIEFS OF ACCIDENTS AIRCRAFT DATA FLIGHT PILOT DATA DUCKET LOCATION INJURIES DATE PURPOSE F S M/N 3-4022 10/23/67 LITTLE FERRY,NJ PIPER PA-22 CR- 0 0 1 NONCOMMERCIAL AIRLINE TRANSPORT, AGE 41, 9000 TOTAL HOURS, 25 IN TYPE. N-9408D PX- 0 0 1 PLEASURE TIME - 1400 DAMAGE -SUBSTANTIAL TYPE UF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE TERRAIN - HIDDEN OBSTRUCTIONS REMARKS- FLOAT EQUIPPED. STRUCK SUBMERGED LOG IN RIVER. SEAPLANE BASE. PRIVATE, AGE 46, 375 TOTAL 3-4023 10/23/67 CANTON, ILL PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL N-9114⊌ PX- 0 0 1 BUSINESS HOURS, 120 IN TYPE. TIME - 1140 DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT LANDING ROLL GEAR COLLAPSED PROBABLE CAUSE LANDING GEAR - NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- NOSE WHEEL FORK BROKE AWAY FROM NOSE GEAR ASSEMBLY. 3-4024 10/23/67 BUFFALO, MINN AERONCA 7AC CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 49, 210 TOTAL TIME - 1530 N-82455 PX- 0 0 0 PLEASURE HOURS, 90 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 RECOVERY FROM BOUNCED LANDING FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN REMARKS- LEFT QUARTERING HEAD WIND 45 DEGREES 14 KNOTS GUSTING TO 20 KNOTS. 3-4025 10/24/67 AGAWAM, MASS PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 56, 230 TOTAL TIME - 1115 HOURS, 10 IN TYPE. N-5602₩ PX- 0 0 0 PLEASURE DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE POWERPLANT - MISCELLAMEOUS - POWERPLANT FAILURE FOR UNDETERMINED REASONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

| DOCKET |   |  | AIRCRAFT DATA   |            |               |                               |                                  | FLIGHT<br>PURPOSE                           | PILOT DAT              | A                      |       |
|--------|---|--|---|------------|---------------|-------------------------------|----------------------------------|---|------------------------|------------------------|-------|
|        | 10/24/67 RED<br>TIME - 1000   | ) BANK , NJ  | PIPER PA-28<br>N-7266W<br>DAMAGE -SUBSTANTIAL   | CR-<br>PX- |               |                               |                                  |   | STUDENT,<br>HOURS, ALL | AGE 30, 21<br>IN TYPE. | TOTAL |
|        | TYPE OF ACCID<br>Hard Landi<br>Gear Colla   | ING  |   | -          | P             | LAND                          | ING                              | ERATION<br>LEVEL OFF/TOUG<br>LEVEL OFF/TOUG |                        |                        |       |
|        | FACTOR  | COMMAND - IMPRO  | OPER RECOVERY FROM BOU<br>ONS - OVERLOAD FAIL   |            | LAN           | DING                          |                                  |   |                        |                        |       |
| 3-4027 | 10/25/67 BED<br>TIME - 1500   | DFORD,MASS   | CESSNA 150<br>N-6588F<br>DAMAGE -SUBSTANTIAI  | CR-<br>PX- | 0<br>0        | 0 1<br>0 0                    | IN                               | STRUCTIONAL<br>TRAINING                     | STUDENT,<br>HDURS, ALL | AGE 24, 40<br>In type. | TOTA  |
|        | TYPE OF ACCID<br>PROPELLER/<br>NOSE OVER/   | JET/ROTOR BLAST  |   |            |               | TAXI                          | то                               | ERATION<br>TAKEOFF<br>TAKEOFF               |                        |                        |       |
|        | MISCELLANE  | COMMAND - EXERC<br>EOUS - PROP/JET   | ISED POOR JUDGMENT<br>BLAST<br>124 IN ENG RUN UP. BC                                  | отн ас     | FT            | WERE O                        | N DI                             | FFERENT FREQUE                              | NCIES.                 |                        |       |
| 3-4028 |   | RLINGTON, CONN   | BEECH A23<br>N-1421L<br>DAMAGE ~SUBSTANTIAI   |            | 0<br>0        | 0 1<br>0 1                    | NO                               | NCOMMERCIAL<br>PLEASURE                     | PRIVATE,<br>HDURS, 1 I | AGE 48, 77<br>N TYPE.  | TOTA  |
|        |   | DENT   |   | -          |               |                               |                                  | ERATION<br>LEVEL OFF/TOU                    | CHDOWN                 |                        |       |
|        | TYPE OF ACCIE<br>HARD LANDI<br>GEAR COLLA   | ING  |   |            |               | LAND                          |                                  | LEVEL OFF/TOU                               | CHDOWN                 |                        |       |
|        | HARD LANDI<br>GEAR COLLA<br>PROBABLE CAUS<br>PILOT IN C<br>FACTOR<br>WEATHER<br>MISCELLANE                  | ING<br>APSED<br>Command - Impro<br>Unfävorable HJ<br>Edus Acts,conditi   |   |            |               |                               | ING                              | LEVEL OFF/TOU                               | CHOOWN                 |                        |       |
| 3-4029 | HARD LANDI<br>GEAR COLLA<br>PROBABLE CAUS<br>PILOT IN C<br>FACTOR<br>MEATHER<br>MISCELLANE<br>REMARKS- LEFT | ING<br>PSED<br>SE<br>COMMAND – IMPRO<br>UNFÄVORABLE HI<br>EDUS ACTS+CONDITI<br>OUARTERING HEAD                                 | ND CONDITIONS<br>ONS - OVERLOAD FAI<br>WIND 30 DEGREES 15 M<br>MOONEY M20C<br>N-6001Q | CR-<br>PX- | GUS           | TING TI                       | ING<br>0 20<br>N0                | LEVEL OFF/TOU                               | <b>PRIVATE</b> ,       | AGE 39, 30<br>IN TYPE. | 0 TOT |
| 3-4029 | HARD LANDI<br>GEAR COLLA<br>PROBABLE CAUS<br>PILOT IN C<br>FACTOR<br>WEATHER<br>MISCELLANE<br>REMARKS- LEFT | ING<br>APSED<br>COMMAND - IMPRO<br>UNFAVORABLE WI<br>COUS ACTS,CONDITI<br>OUS ACTS,CONDITI<br>OUARTERING HEAD<br>NESVILLE,OHIO | ND CONDITIONS<br>ONS - OVERLOAD FAIL<br>WIND 30 DEGREES 15 F                          | CR-<br>PX- | GUS<br>0<br>0 | 0 1<br>0 1<br>HASE DI<br>LAND | ING<br>O 20<br>NO<br>F OP<br>ING | LEVEL OFF/TOU                               | PRIVATE,<br>HOURS, 200 |                        | 0 TOT |

|        |                                     |  | BRIEFS O   |            |          |        |        |   |  |
|--------|-------------------------------------|--|--|------------|----------|--------|--------|---|--|
|        |                                     |  | AIRCRAFT DATA                                      | INJUR      | RIE<br>F | s<br>s | M/N    | PURPOSE                                       | PILOT DATA   |
|        |                                     | R∘MILTON;FLA<br>2                        | CESSNA 150<br>N-6615F<br>DAMAGE -SUBSTANTIAL       | CR-<br>PX- |          |        |        |   | STUDENT, AGE 29, 67 TOTAL<br>Hours, 6 in type.     |
|        | TYPE OF ACC<br>Hard Lan<br>Gear Col | I DENT<br>DING                           |  |            |          | 1      | AND    | F OPERATION<br>ING LEVEL OFF/TOUC<br>ING ROLL | CHDOWN   |
|        | FACTOR                              | COMMAND - IMPROP                         | ER LEVEL OFF<br>NS - OVERLOAD FAIL                 | URE        |          |        |        |   |  |
| 3-4031 | 10/28/67 B<br>TIME - 192            | RŪOKVILLE;OHIO<br>5                      | STINSON 108-1<br>N-97364<br>DAMAGE -SUBSTANTIAL    | CR-<br>PX- | 0<br>0   | 0<br>0 | 1<br>2 | NONCOMMERCIAL<br>Pleasure                     | PRIVATE, AGE 43, 1559 TOTAL<br>Hours, 369 in type. |
|        | TYPE OF ACC<br>OVERSHOO<br>COLLIDED |  | DAHAGE SUBSTRATIAL                                 |            |          | ι      | AND    | F OPERATION<br>Ing level off/touc<br>Ing roll | HDOWN  |
|        | PROBABLE CA<br>PILOT IN             |  | GED DISTANCE AND SPE                               | ED         |          |        |        |   |  |
| 3-4032 | 8/28/67 W<br>TIME - 150             | ALLA WALLA;WASH<br>D                     | CESSNA 175<br>N-6918E<br>Damage -substantial       |            |          |        |        |   | STUDENT, AGE 58, 85 TOTAL<br>Hours, all in type.   |
|        |                                     | IDENT<br>ATER LODP-SWERVE<br>WITH OBJECT |  |            |          |        | .ANU   | F OPERATION<br>Ing Roll<br>Ing Roll           |  |
|        |                                     |  | ER OPERATION OF BRAK<br>FF SIDE OF RNWY.           | ES AN      | ID / I   | OR F   | LIG    | HT CONTROLS                                   |  |
| 3-4033 | 10/28/67 W<br>TIME - 132            | ILLÜ₩S <b>,CALIF</b><br>D                | SCHWEIZER SGU222<br>N-2718Z<br>DAMAGE -SUBSTANTIAL |            | 0<br>0   | 0<br>0 | 1<br>0 | INSTRUCTIONAL<br>SOLO                         | STUDENT, AGE 28, 27 TOTAL<br>Hours, 10 in type.    |
|        | TYPE OF ACC<br>STALL S              |  | SAUGE SUBSTANTIAL                                  |            |          |        |        | F OPERATION<br>ING OTHER                      |  |
|        |                                     | COMMAND - FAILED                         | TO OBTAIN/MAINTAIN<br>O LOSE ALTITUDE FOR          |            |          |        | D      |   |  |

BRIEFS OF ACCIDENTS

| DUCKET | DATE                          | LOCATION  | AIRCRAFT DATA                                   | INJUR  |     |     | M/N  | FLIGHT<br>PURPOSE                                   | PILOT DATA   |
|--------|-------------------------------|---|---|--|-----|-----|------|---|--|
| 3-4034 | 10/28/67<br>TIME - 1          | NR.MEDICINE BOW,WY0<br>715  | STINSON 108-5<br>N-5576V<br>DAMAGE -SUBSTANTIAL | PX-  |     |     |      | NONCOMMERCIAL<br>PLEASURE                           | PRIVATE, AGE 21, 412 TOTAL<br>Hours, 261 in type.  |
|        | TYPE UF A<br>UVERSH<br>COLLID |   |   |  | P   | L   | ANDI | OPERATION<br>NG LEVEL OFF/TOUC<br>NG ROLL           | HDOWN  |
|        |                               | CAUSE<br>IN CUMMAND - MISJU<br>IN COMMAND - SELEC   |   |  |     |     |      |   |  |
|        | FACTOR<br>WEATHE              | ER - SNOW<br>BRIEFING - BRIEFED BY  |   |  |     |     |      |   |  |
|        | WEATHER F                     | URECAST - UNKNOWN<br>CIRCUMSTANCES - PRE  |   | F AIR  | POR | т   |      |   |  |
|        | REMARKS-                      | LNDG HAY FIELD AFTER  | TURNING BACK DUE TO                             | SNOW.  |     |     |      |   |  |
| 3-4035 | 10/28/67<br>TIME - 2          |   |   | PX-  |     |     |      | NONCOMMERCIAL<br>BUSINESS                           | PRIVATE, AGE 50, 1530 TOT,<br>Hours, 1000 in Type. |
|        |                               | NCCIDENT<br>E FAILURE OR MALFUNCT<br>CULLAPSED  | IUN   | STANTIAL<br>PHASE OF OPERATION<br>INFLIGHT NORMAL CRUISE<br>LANDING ROLL |     |     |      |   |  |
|        |                               | CAUSE<br>In Cummand - MISMA<br>Laneuus Acts,conditi   |   |  |     |     |      |   |  |
|        | MISCEL                        | LANEDUS ACTS,CONDITI<br>CIRCUMSTANCES - FOR   |   |  | LA  | ND  |      |   |  |
| j−4036 |                               | CUNCURD,CALIF<br>500  | CESSNA 150G<br>N-4027J<br>DAMAGE -SUBSTANTIAL   | PX-  |     |     |      | INSTRUCTIONAL<br>TRAINING                           | STUDENT, AGE 24, 32 TOTAL<br>Hours, all in type.   |
|        | TYPE OF A<br>ENGINE<br>STALL  | ACCIDENT<br>E FAILURE OR MALFUNCT   |   |  | Ρ   | L   | ANDI | OPERATION<br>Ng final approach<br>Ng final approæch |  |
|        | M I SC EL<br>M I SC EL        | CAUSE<br>1N CUMMAND - INADE<br>LANEOUS ACTS,CONDITI<br>LANEOUS ACTS,CONDITI<br>IN CUMMAND - FAILE | DNS – MISCALCULATED<br>DNS – FUEL EXHAUSTI      | FUEL<br>ON   | CO  | NSU | MPTI |   |  |

\_\_\_\_\_ -----DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ----3-4037 8/28/67 NR.AMORET,MO NORTHRUP 1-D CR- 0 0 2 MISCELLANEOUS ATR, FLIGHT INSTR., AGE 45, TIME - 1225 N-13777 PX- 0 0 0 7150 TOTAL HOURS, 1 IN TYPE. TEST DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE POWERPLANT - FUEL SYSTEM - SELECTOR VALVES MAINTENANCE, SERVICING, INSPECTION - IMPROPER MAINTENANCE MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ANTIQUE ACFT.FUEL SELECTOR IMPROPERLY PLACARDED. 3-4038 10/28/67 PRINCETON,NJ PIPER PA-28 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL. INSTR., AGE 29, TIME - 0955 N-6334R PX- 0 0 0 623 TOTAL HOURS, 450 IN TYPE. DUAL DAMAGE -SUBSTANTIAL 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 3-4039 10/29/67 TETERBORD,NJ BEECH V35 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 43, 178 TOTAL TIME - 1642 N-215Y PX- 0 0 2 PLEASURE HOURS, 80 IN TYPE. DAMAGE - SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL PROBABLE CAUSE UNDETERMINED MISCELLANEOUS -3-4040 11/18/67 YAZOO CITY, MISS CESSNA 172 CR- 0 0 1 INSTRUCTIONAL AGE 25, 18 TOTAL HOURS, TIME - 1600 N-4070F PX- 0 0 0 UNKNOWN IN TYPE. TRAINING DAMAGE -SUBSTANTIAL 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 MISCELLANEOUS ACTS, CONDITIONS - UNWARRENTED LOW FLYING REMARKS- LANDED AT ARPT WITH NO FURTHER DAMAGE.

|       |   |   | BRIEFS C   |                         |            |        |    |          |   |                             | *                            |  |  |  |
|-------|---|---|--|-------------------------|------------|--------|----|----------|---|-----------------------------|------------------------------|--|--|--|
| DCKET | DATE  | LOCATION  | AIRCRAFT DATA  |                         | F          | S      | M/ | 'N       | PURPOSE   | PILOT DATA                  |                              |  |  |  |
| -4041 |   | HAMBLEE,GA<br>2   | PIPER PA-30<br>N-7615Y<br>DAMAGE -SUBSTANTIAL  | CR-<br>PX-              | 0          | 0<br>0 | 1  |          | IONCOMMERCIAL<br>BUSINESS                         | COMMERCIAL,<br>TOTAL HOURS, | AGE 35, 1098<br>180 IN TYPE. |  |  |  |
|       | TYPE OF ACCIDENT     PHASE OF OPERATION       HARD LANDING     LANDING       GEAR COLLAPSED     LANDING LEVEL OFF/TOUCHDOWN |   |  |                         |            |        |    |          |   |                             |                              |  |  |  |
|       | FACTOR<br>MISCELLA<br>MISCELLA  | COMMAND - IMPRO<br>NEOUS ÂĈŤS,CONDITI   |  | URE                     |            |        |    |          |   |                             |                              |  |  |  |
| 4042  | 10/30/67 M<br>TIME - 102  | INNEAPOLIS,MINN<br>0  | BEECH 35<br>N-3943N<br>Damage -substantial   |                         | 0<br>0     | 0<br>0 | 1  | . P      | IONCOMMERCIAL<br>BUSINESS                         | PRIVATE, A<br>Hours, 109 I  | GE 45, 1811 TOTAL<br>N TYPE. |  |  |  |
|       | TYPE OF ACC<br>GEAR COL   |   | DAMAGE - SUBSTANTIAL   |                         |            |        |    |          | PERATION<br>Roll                                  |                             |                              |  |  |  |
|       | MISCELLA<br>FACTOR<br>MISCELLA<br>MISCELLA<br>EMERGENCY C   | GEAR - NOSEWHEEL<br>NEOUS ACTS,CONDITI<br>NEOUS ACTS,CONDITI<br>NEOUS ACTS,CONDITI<br>IRCUMSTANCES - PRE<br>SUS | ASSEMBLIES<br>DNS - MATERIAL FAIL<br>DNS - PREVIOUS DAMA<br>DNS - LANDED ON FOA<br>CAUTIONARY LANDING ON<br>PECTED MECHANICAL DIS<br>MM,P/N 35-825172-2, B | GE<br>MED RI<br>I AIRPI | DRT<br>NCY | Г      |    |          |   |                             |                              |  |  |  |
| 4043  | 11/3/67 CI<br>TIME - 111  | HICO,CALIF<br>5   | ALON A-2<br>N-5673F<br>DAMAGE -SUBSTANTIAL   |                         | 0<br>0     | 0<br>0 |    | . P      | IONCOMMERCIAL<br>PRACTICE                         | PRIVATE, A<br>Hours, 49 In  | GE 23, 136 TOTAL<br>TYPE.    |  |  |  |
|       |   | IDENT<br>AILURE OR MALFUNCT<br>WITH TREES   |  |                         |            | 1      |    | ID T N C | DPERATION<br>5 FINAL APPROACH<br>5 FINAL APPROACH |                             |                              |  |  |  |
|       | MISCELLA<br>EMERGENCY C   | COMMAND - IMPRO<br>NEOUS ACTS,CONDITI<br>IRCUMSTANCES - FOR   | PER OPERATION OF POWE<br>ONS - FUEL STARVATI<br>CED LANDING OFF AIRPO<br>NTROL IN IDLE CUTOFF  | ON<br>IRT ON            | LA         | ND     |    |          |   | CARBURETOR HE               | AT.                          |  |  |  |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS DOCKET DATE LUCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N \_\_\_\_\_ -------------------------3-4044 11/4/67 MIAMI, FLA BOEING A75N1 CR- 0 0 1 NONCOMMERCIAL AIRLINE TRANSPORT, AGE 35, TIME - 1504 N-60925 PX- 0 0 1 PLEASURE 3754 TOTAL HOURS, 15 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE LANDING GEAR - BRAKING SYSTEM MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION REMARKS- BOTH BRAKES HAD 1 INCH WASHER OVER PISTON PLUNGER ROD RESTRICTING OPERATING CLEARANCE. 3-4045 11/4/67 CHAMBLEE,GA PIPER PA-30 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 49, 1550 TOTAL N-7553Y PX- 0 0 0 HOURS, 1060 IN TYPE. TIME - 1230 PLEASURE DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN GEAR COLLAPSED TAKEOFF ABORTED PROBABLE CAUSE PILOT IN CUMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - IMPROPER STARTING PROCEDURES FACTOR MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- TAKE OFF STARTED WITH RT ENG INOPERATIVE. PLT EXPECTED STARTING OF ENG BY WINDMILL ACTION ON RUN. 3-4046 11/11/67 SAUGUS, CALIF CESSNA 175 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 550 TOTAL TIME - 1430 N-8174T PX- 0 0 2 PLEASURE HOURS, 475 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES TAXI TO TAKEOFF PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE 3-4047 11/11/67 MARIETTA, GA COMMERCIAL, AGE 30, 334 TOTAL PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL PX- 0 0 2 TIME - 1810 N-7220P PLEASURE HOURS, 16 IN TYPE. DAMAGE -SUBSTANTIAL 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 PILOT IN COMMAND -FAILED TO INITIATE GO-AROUND

DOCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE \_------\_\_\_\_ 3-4048 11/12/67 MAQUOKETA, IOWA PIPER PA-22 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 55, 88 TOTAL N-6749B PX- 0 0 0 HOURS, ALL IN TYPE. TIME - 1700 SOLO DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE PILUT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS CHAMPION 7GCBC 3-4049 11/12/67 ALBANY,GA CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 42, 17 TOTAL PX- 0 0 0 HOURS, 3 IN TYPE. TIME - 1730 N-8392V SOLO DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT GRUUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- SECUND SOLO FLT. STRUCK RNWY LT. 3-4050 11/12/67 SMITH CENTER, KANS BEECH 35 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 48, 151 TOTAL PX- 0 0 1 PLEASURE TIME - 1600 N-4540V HOURS, 59 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION PRUPELLER/RUTOR FAILURE PROPELLER LANDING GO-AROUND LANDING ROLL GEAR COLLAPSED PROBABLE CAUSE POWERPLANT - PROPELLER AND ACCESSORIES - BLADES MISCELLANEOUS ACTS, CONDITIONS - ELONGATED MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION FACTOR MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - WET, SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND PROP/ENGINE VIBRATION REMARKS- METAL TIP SEPARATED FROM WOODEN PROP BLADE WHEN SCREWS CAME LODSE.

PAGE 1352

BRIEFS OF ACCIDENTS DUCKET DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE CR- 0 0 1 NONCOMMERCIAL PX- 0 0 0 PLEASURE 3-4051 11/12/67 BUENA VISTA, GA CESSNA 172 STUDENT, AGE 64, 211 TOTAL HOURS, 37 IN TYPE. TIME - 1100 N-7864U PLEASURE DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION INFLIGHT DESCENDING COLLIDED WITH OBJECT 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 LAND REMARKS- STRUCK SIGN POST BESIDE ROAD. 3-4052 11/12/67 HUMACA0,PR COMMERCIAL, FL. INSTR., AGE 24, PIPER PA-32 CR- 0 0 1 MISCELLANEOUS TIME - 1500 N-4041₩ PX- 0 0 1 PARAJUMP 1000 TOTAL HOURS, 10 IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION LANDING FINAL APPROACH UNDERSHOOT COLLIDED WITH DITCHES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE

PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE

| 3-4053 | 11/13/67 VAN NUYS,CALIF<br>TIME - 1415<br>TYPE UF ACCIDENT<br>GROUND-WATER LOUP-SWERVE<br>CULLIDED WITH DIRT BANK      | PIPER PA-28<br>N-6402W<br>DAMAGE -SUBSTANTIAL | CR-<br>PX- | Ō | 0<br>HAS<br>L | 0<br>E OF<br>ANDI | INSTRUCTIONAL<br>DUAL<br>OPERATION<br>NG ROLL<br>NG ROLL | COMMERCIAL,FL.INSTR., AGE 27,<br>530 Total Hours, 200 in type. |
|--------|--|---|------------|---|---------------|-------------------|--|--|
|        | PROBABLE CAUSE<br>DUAL STUDENT - IMPROPER (<br>PILOT IN COMMAND - INADE(   |   |            |   | IGH           | т со              | NTROLS   |  |
| 3-4054 | 11/13/67 TULSA,OKLA<br>TIME – 0900<br>TYPE OF ACCIDENT<br>GEAR RETRACTED   | MOONEY M20E<br>N-5596Q<br>DAMAGE -SUBSTANTIAL | CR-<br>PX- | 0 | 0<br>HAS      | 1<br>E OF         | NONCOMMERCIAL<br>BUSINESS<br>OPERATION<br>FF RUN         | PRIVATE, AGE 38, 220 TOTAL<br>HOURS, 195 IN TYPE.              |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - INADEG<br>FACTOR<br>MISCELLANEOUS ACTS,CONDITIG<br>REMARKS- LNDG GEAR SWITCH IN U | DNS - CHECKLIST-FAI                           |            |   |               | OR P              | LANNING  |  |

AIRCRAFT DATA FLIGHT DOCKET DATE LOCATION INJURIES PILOT DATA PURPOSE F S M/N \_\_\_\_\_ COMMERCIAL, FL.INSTR., AGE 25, 3-4055 11/13/67 MUNTICELLO, ILL CHAMPION 7FC CR- 0 0 2 INSTRUCTIONAL N-7696E PX- 0 0 0 TIME - 0845 DUAL 351 TOTAL HOURS, 124 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHUDT LANDING FINAL APPROACH GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PRÜBABLE CAUSE DUAL STUDENT - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILUT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR TERRAIN - WET, SOFT GROUND MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-4056 11/13/67 SAN FERNAND, CALIF CESSNA 172 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 44, 43 TOTAL TIME - 1645 N-368SR PX- 0 0 0 SOLO HOURS, ALL IN TYPE. DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING GO-AROUND CULLIDED WITH FENCE, FENCEPOSTS LANDING GO-AROUND PROBABLE CAUSE PILUT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND ~ FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH PIPER PA-24A 3-4057 11/13/67 UMAHA, NEBR CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL. INSTR., AGE 25, 1087 TOTAL HOURS, 10 IN TYPE. TIME - 1855 N-6284P PX-004 CORP/EXEC DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING OTHER COLLIDED WITH TREES PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION FACTOR TERRAIN - HIGH OBSTRUCTIONS REMARKS- PLT TURNED FROM FINAL ABOUT 350 FT ALTITUDE TO ALLOW UAL JET TO LAND FIRST.CONTINUED FLT.LANDED OK 3-4058 11/13/67 SALEM, MO CESSNA 170B CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 39, 113 TOTAL PX- 0 0 1 TIME - 1630 N-1894C BUSINESS HOURS, 100 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE UR MALFUNCTION INFLIGHT NORMAL CRUISE GEAR CULLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE POWERPLANT - ENGINE STRUCTURE - CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTUR TERRAIN -WET,SOFT GROUND MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LEFT REAR CYLINDER FAILED. LANDED IN PASTURE.

BRIEFS OF ACCIDENTS

| DOCKET |  | LOCATION  |   |                                   | F                    | S M                              | I/N          | FLIGHT<br>PURPOSE             | PILOT DAT                 | ۵                                 |
|--------|--|---|---|-----------------------------------|----------------------|----------------------------------|--------------|-------------------------------|---------------------------|-----------------------------------|
| -4059  | 11/13/67 HI  | LL CITY,MINN  |   | CR-<br>PX-                        |                      |                                  |              |                               | PRIVATE,<br>HOURS, 577    | AGE 48, 652 TOTAL<br>In Type.     |
|        | TYPE OF ACCI<br>COLLIDED   |   | EPOSTS  |                                   |                      |                                  |              | OPERATION                     |                           |                                   |
|        | PILOT IN<br>FACTOR<br>TERRAIN -  | COMMAND - SELE<br>COMMAND - INAD<br>ROUGH/UNEVEN                            | CTED UNSUITABLE TERRA<br>EQUATE PREFLIGHT PREP<br>DR TAKEOFF. WIND CALM | ARATIC                            | IN A                 | ND/C                             | ir p         | LANNING                       |                           |                                   |
| -4060  | 11/13/67 HO<br>TIME - 1430   | USTONTEX  | CESSNA 210F<br>N-6172R<br>DAMAGE -DESTROYED                             |                                   | 0<br>0               | 0<br>0                           | 1<br>0       | NONCOMMERCIAL<br>BUSINESS     | COMMERCIAL<br>Total Hour: | , AGE 50, 1855<br>5, 100 IN TYPE. |
|        | TYPE OF ACCI<br>WHEELS-UP  |   | SAMOL SESTIOLS  |                                   |                      |                                  |              | OPERATION<br>NG LEVEL OFF/TOU | CHDOWN                    |                                   |
|        | FACTOR   | COMMAND - FAIL  | ED TU EXTEND LANDING<br>IONS - CHECKLIST-FA                             |                                   | οU                   | SE                               |              |                               |                           |                                   |
| -4061  | 11/13/67 AL<br>TIME - 1205   | VA,OKLA   | CESSNA 210<br>N-6766R<br>DAMAGE -SUBSTANTIA                             | PX-                               | 0<br>0               | 0<br>0                           | 1<br>1       | NONCOMMERCIAL<br>BUSINESS     | PRIVATE,<br>HOURS, 300    |                                   |
|        |  |   |   |                                   | P                    |                                  | OF           | OPERATION                     |                           |                                   |
|        | TYPE OF ACCI<br>WHEELS-UP  |   |   |                                   |                      |                                  | NDI          | NG LEVEL OFF/TOU              | CHDOWN                    |                                   |
|        | WHEELS-UP<br>PROBABLE CAU  | LANDING   | ED TO EXTEND LANDING  |                                   |                      |                                  | NDI          | NG LEVEL OFF/TOU              | CHDOWN                    |                                   |
|        | WHEELS-UP<br>PROBABLE CAU<br>PILOT IN<br>FACTOR  | LANDING<br>SE<br>COMMAND - FAIL   | ED TO EXTEND LANDING<br>IONS - CHECKLIST-FA                             | GEAR                              |                      | LA                               | NDI          | NG LEVEL OFF/TOU              | CHDOWN                    |                                   |
| -4062  | WHEELS-UP<br>PROBABLE CAU<br>PILOT IN<br>FACTOR<br>MISCELLAN<br>11/13/67 PI  | LANDING<br>SE<br>COMMAND - FAIL   | IONS - CHECKLIST-FA   | GEAR<br>ILED T<br>CR-<br>PX-      | 0 U:<br>0            | LA<br>SE<br>0                    | 1            |                               | <b>PRIVATE</b> ,          | AGE 31, 500 TOTAL<br>In type.     |
| -4062  | WHEELS-UP<br>PROBABLE CAU<br>PILOT IN<br>FACTOR<br>MISCELLAN<br>11/13/67 PI<br>TIME - 1540<br>TYPE OF ACCI<br>OVER SHOOT | LANDING<br>SE<br>COMMAND – FAIL<br>EOUS ACTS,CONDIT<br>NE BLUFF,ARK<br>DENT | IONS - CHECKLIST-FA<br>CESSNA 180<br>N-32320                            | GEAR<br>ILED T<br>CR-<br>PX-<br>L | 0 U:<br>0<br>0<br>Pi | LA<br>SE<br>0<br>0<br>1ASE<br>LA | 1<br>1<br>OF | NDNCOMMERCIAL                 | PRIVATE,<br>HOURS, 300    | AGE 31, 500 TOTAL<br>IN TYPE.     |

BRIEFS OF ACCIDENTS

|        |  |  | BRIEFS  | DF ACC          | IQE     | NTS       |           |  |   |
|--------|--|--|---|-----------------|---------|-----------|-----------|--|---|
| DOCKET | DATE   | LOCATION   | AIRCRAFT DATA   | INJUR           |         |           | H/N       | FLIGHT<br>PURPOSE                                      | PILOT DATA  |
| 3-4063 | 11/14/67 AN<br>TIME - 1530<br>TYPE OF ACCI                   | )  | PIPER PA-31<br>N-844FS<br>DAMAGE -SUBSTANTIA  | PX-             | 0       | 0<br>HAS  | O<br>E OF | INSTRUCTIONAL<br>DUAL<br>OPERATION<br>NG LEVEL DFF/TOU | ATR,FLIGHT INSTR., AGE 44,<br>6038 TOTAL HOURS, 46 IN TYPE. |
|        | PROBABLE CAL<br>DUAL STUE<br>PILOT IN<br>FACTOR<br>LANDING ( | JSE<br>JENT - FAILED TO<br>COMMAND - INADE<br>SEAR - LANDING O                                   | ) ASSURE THE GEAR WAS<br>QUATE SUPERVISION OF<br>EAR WARNING AND INDIG<br>AND WARNING HORN ING                        | FLIGH<br>CATING | r<br>co | LC<br>MPC | CKED      |  |   |
| 3-4064 |  | DONEVILLE, ARK   | BEECH 35<br>N-3878N<br>DAMAGE -SUBSTANTIAI  | РХ-             |         |           |           | NONCOMMERCIAL<br>Pleasure                              | PRIVATE, AGE 38, 142 TOTAL<br>Hours, 8 in type.             |
|        | TYPE OF ACCI<br>MISCELLAN<br>COLLIDED                        |  |   | -               |         | T         | AKEO      | OPERATION<br>FF INITIAL CLIMB<br>FF ABORTED            |   |
|        | MISCELLAN<br>PILOT IN<br>PILOT IN                            | - DOORS,DOOR FF<br>HEOUS ACTS,CONDITI<br>COMMAND - INADE<br>COMMAND - SPONT<br>RCUMSTANCES - PRE | AMES<br>ONS — IMPROPERLY SI<br>GUATE PREFLIGHT PREPJ<br>ANEOUS-IMPROPER ACTI<br>GAUTIONARY LANDING OF<br>R/PANEL OPEN | ARATIO<br>DN    |         |           | OR P      | LANNING  |   |
| -4065  | 11/22/67 BE<br>TIME - 1600                                   | AVER CITY,NEBR   | PIPER PA-32<br>N-3483₩<br>DAMAGE -SUBSTANTIAI   | CR-<br>PX-      |         |           |           | NONCOMMERCIAL<br>Pleasure                              | PRIVATE, AGE 27, 90 TOTAL<br>HOURS, 8 IN TYPE.              |
|        | TYPE OF ACCI<br>COLLIDED<br>GEAR COLL                        | WITH FENCE, FENCE  | POSTS   |                 |         | T         | AKED      | OPERATION<br>FF ABORTED<br>FF ABORTED                  |   |
|        | PILOT IN<br>FACTOR   | COMMAND - DELAY<br>COMMAND - INADE   | ED ACTION IN ABORTING<br>QUATE PREFLIGHT PREPA  | RATIO           | A A     |           | OR P      | LANNING  |   |
|        | MISCELLAN  |  | OF FAMILIARITY WITH A<br>ONS - OVERLOAD FAIL<br>Y LENGTH.   |                 | - 1     |           |           |  |   |

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|        |  | BRIEFS OF ACCIDENTS   |
|--------|--|---|
| DOCKET | DATE LOCATION  | AIRCRAFT DATA INJURIES FLIGHT PILOT DATA<br>F S M/N PURPOSE   |
| 3-4066 | 11/21/67 N.CUMBERLAND,W VA<br>TIME - 1400  | CESSNA 172F CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 51, 34 TOTAL<br>N-8350U PX- 0 0 0 TRAINING HOURS, 19 IN TYPE.<br>DAMAGE -SUBSTANTIAL           |
|        | TYPE OF ACCIDENT<br>Overshoot<br>Cullided with dirt bank                                 | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - MIS.  | JUDGED DISTANCE AND SPEED   |
| 3-4067 | 11/21/67 LONG BEACH,CALIF<br>TIME - 1745   | PIPER PA-23 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL,FL.INSTR., AGE 23,<br>N-4106P PX- 0 0 1 DUAL 860 TOTAL HOURS, 63 IN TYPE.<br>DAMAGE -SUBSTANTIAL |
|        | TYPE OF ACCIDENT<br>GEAR RETRACTED   | PHASE OF OPERATION<br>TAKEOFF RUN   |
|        | PROBABLE CAUSE<br>DUAL STUDENT - INADVER<br>PILOT IN COMMAND - INA                       | TENTLY RETRACTED GEAR<br>DEQUATE SUPERVISION OF FLIGHT  |
| 3-4068 | 11/20/67 WYOMING,DEL<br>TIME - 1135  | CESSNA 150 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 27, 36 TOTAL<br>N-89465 PX- 0 0 0 SOLO HOURS, ALL IN TYPE.<br>Damage -substantial               |
|        | TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED                                       | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING LEVEL OFF/TOUCHDOWN  |
|        | FACTOR   | ROPER RECUVERY FROM BOUNCED LANDING   |
|        | MISCELLANEOUS ACTS,CONDI   | TIONS - OVERLOAD FAILURE  |
| 3-4069 | 11/20/67 SAND SPRINGS,OKLA<br>TIME - 1330  | CESSNA 150 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL,FL.INSTR., AGE 24,<br>N-3288J PX- 0 0 0 DUAL 993 TOTAL HOURS, 883 IN TYPE.<br>DAMAGE -SUBSTANTIAL |
|        | TYPE OF ACCIDENT<br>UNDERSHOOT<br>GEAR COLLAPSED   | PHASE OF OPERATION<br>LANDING FINAL APPROACH<br>LANDING LEVEL OFF/TOUCHDOWN   |
|        | PILOT IN COMMAND - INAU<br>Factor  |   |
|        | WEATHER BRIEFING - NO BRIEF<br>WEATHER FORECAST - UNKNOWN<br>REMARKS- DIRECT LEFT CROSSW | ING RECEIVED  |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA DOCKET DATE F S M/N PURPOSE \_\_\_\_ 3-4070 11/20/67 SANTA MARIA, CALIF CESSNA 1708 PRIVATE, AGE 32, 301 TOTAL CR- 0 0 1 NONCOMMERCIAL TIME - 1745 N-2389D PX- 0 0 0 BUSINESS HOURS, 5 IN TYPE. DAMAGE -SUBSTANTIAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH DITCHES TAXI TO TAKEOFF PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FSP, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- PLT UNFAMILIAR WITH AIRFIELD. 3-4071 11/20/67 MOURELAND, OKLA CESSNA 175 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 28, 130 TOTAL N-9431B TIME - 0800 PX- 0 0 1 PLEASURE HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR TERRAIN - WET, SOFT GROUND TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- STRUCK BADGER HOLES. CR- 0 0 1 NONCOMMERCIAL 3-4072 11/20/07 LONDON, UHIO BEECH D35 PRIVATE, AGE 40, 1500 TOTAL TIME - 1600 N-29878 PX- 0 0 0 BUSINESS HOURS, ALL IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE WHEELS-UP LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE POWERPLANT - ENGINE STRUCTURE - VALVE ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR TERRAIN - WET, SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO.3 CYLINDER EXHAUST VALVE FAILED. INTENTIONAL WHEELS UP LNDG.

. . . . . . . AIRCRAFT DATA PTIOT DATA DOCKET DATE LOCATION INJURIES EL LOHT F S M/N PURPOSE \_\_\_\_\_ 3-4073 11/20/67 RINGGOLD.VA BEECH 35 CR- 0 0 1 PRIVATE. AGE 32. 300 TOTAL NONCOMMERCIAL HOURS, 10 IN TYPE. TIME - 1900 N-2774V PX- 0 0 0 PLEASURE DAMAGE -DESTROYED TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION INFLIGHT NORMAL CRUISE LANDING FINAL APPROACH COLLIDED WITH TREES PROBABLE CAUSE PILOT IN COMMAND - MISMANAGEMENT OF FUEL SYSTEM PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND CESSNA 182K CR- 0 0 1 NONCOMMERCIAL 3-4074 11/18/67 AUGUSTA, KANS PRIVATE, AGE 32, 102 TOTAL N-3103E PX- 0 0 1 TIME - 1845 BUSINESS HOURS, 3 IN TYPE. DAMAGE -SUBSTANTIAL TYPE DE ACCIDENT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN HARD LANDING GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR LANDING GEAR - WHEELS, TIRES, AXLES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- NOSE WHEEL TIRE FAILED. ACFT STRUCK DITCH. 3-4075 11/20/67 MARLOW.OKLA MOONEY M20C CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 60, 490 TOTAL TIME - 0845 N-6434U PX- 0 0 1 PLEASURE HOURS, 40 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION OVER SHOOT LANDING LEVEL OFF/TOUCHDOWN CULLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- LEFT QUARTERING TAILWIND 15K, GUSTING.

BRIEFS OF ACCIDENTS

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|        |  |                       | BRIEFS  | OF ACC | DE     | NTS      |                   |  |  |      |
|--------|--|-----------------------|---|--------|--------|----------|-------------------|--|--|------|
| DUCKET | DATE   | LUCATION              | AIRCRAFT DATA                                   | INJUR  |        |          |                   | FLIGHT<br>PURPOSE  | PILOT DATA   |      |
| 3-4076 | 11/15/67 GU<br>TIME - 1510<br>TYPE OF ACCI<br>HARD LAND<br>GEAR COLL | DENT<br>ING           |   |        | 0      | 0<br>HAS | 1<br>E OF<br>ANDI | NONCOMMERCIAL<br>PLEASURE<br>OPERATION<br>NG LEVEL OFF/TOUC<br>NG LEVEL OFF/TOUC |  | ΓAL  |
|        | PROBABLE CAU<br>PILUT IN<br>FACTOR                                   | SE<br>COMMAND - IMPRO | PER LEVEL OFF<br>ONS - OVERLOAD FAI             | LURE   |        | L        | ANDI              |  |  |      |
| 3-4077 | 11/14/67 LA<br>TIME - 1415<br>TYPE OF ACCI<br>WHEELS-UP              | DENT                  | BEECH D95A<br>N−5754K<br>DAMAGE -SUBSTANTIA     | PX-    | о<br>Р | 0<br>HAS | 0<br>E OF         | NONCOMMERCIAL<br>BUSINESS<br>OPERATION<br>NG LEVEL OFF/TOUC                      | COMMERCIAL, AGE 34, 245<br>Total Hours, 100 in type. | 0    |
|        | PROBABLE CAU<br>PILOT IN   |                       | D TO EXTEND LANDING                             | GEAR   |        |          |                   |  |  |      |
| 3-4078 | 11/14/67 CU<br>TIME - 0930   |                       | PIPER PA-28<br>N-1405U<br>DAMAGE -SUBSTANTIA    | PX-    | 0<br>0 | 0<br>0   | 1<br>0            | INSTRUCTIONAL<br>SOLO  | STUDENT, AGE 32, 61 TOT<br>Hours, all in type.       | AL.  |
|        | TYPE OF ACCI<br>GRUUND-WA<br>GEAR COLL                               | TER LOOP-S₩ERVE       |   | -      | Ρ      | L        | ANDI              | OPERATION<br>NG LEVEL OFF/TOUC<br>NG LEVEL OFF/TOUC                              |  |      |
|        | FACTOR<br>MISCELLAN  | COMMAND - IMPRO       | PER OPERATION OF FLI<br>ONS - OVERLOAD FAI<br>• |        | NTR    | OLS      |                   |  |  |      |
| 3-4079 | 11/14/67 GR<br>TIME - 1500   |                       | BEECH 35<br>N-4555V<br>Damage -Substantia       | РХ-    |        |          |                   | NONCOMMERCIAL<br>Pleasure  | PRIVATE, AGE 33, 750 TO<br>Hours, 700 In Type.       | ΓAL. |
|        | TYPE UF ACCI<br>WHEELS-UP  |                       |   |        | Ρ      |          |                   | OPERATION<br>NG LEVEL OFF/TOUC   | HDOWN  |      |
|        | FACTOR   | COMMAND - FAILE       | D TO ASSURE THE GEAR<br>ONS - CIRCUIT BREA      |        |        |          | D LO              | CKED   |  |      |

BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURIES DOCKET DATE EL IGHT PTINT DATA F S M/N PURPOSE CESSNA 310L CR- 0 0 1 NONCOMMERCIAL N-2207F PX- 0 0 0 PLEASURE 3-4080 11/14/67 WICHITA-KANS STUDENT. AGE 36. 940 TOTAL HOURS, 40 IN TYPE. TIME - 2000 DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING LEVEL DEE/TOUCHDOWN HHEELS-UP LANDING PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY IANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY ELECTRICAL SYSTEM - RELAYS AND WIRING MISCELLANEOUS ACTS, CONDITIONS - STUCK MISCELLANEOUS ACTS+CONDITIONS - MATERIAL FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY UNUSUAL NOISE REMARKS- GEAR DOWN RELAY MALFUNCTION DISENGAGED GEAR MOTOR FROM GEAR ACTUATOR LINKAGE. 3-4081 11/14/67 EDEN PRAIRIE.MINN PIPER PA-12 CR- 0 0 1 INSTRUCTIONAL STUDENT. AGE 17, 43 TOTAL TIME - 1625 N-3017M PX- 0 0 0 TRAINING HOURS. 39 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN 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- LANDED NEAR SHORELINE OF LAKE IN 2 FT OF WATER. 3-4082 11/14/67 HOUSTON, TEX CR- 0 0 1 NONCOMMERCIAL STINSON 108-2 STUDENT, AGE 34, 165 TOTAL TIME - 1505 N-9668K PX- 0 0 0 PLEASURE HOURS, 106 IN TYPE. DAMAGE -SUBSTANTIAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION INFLIGHT CLIMB TO CRUISE GEAR COLLAPSED 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 MISCELLANEOUS ACTS. CONDITIONS - OVERLOAD FAILURE TERRAIN - WET, SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

|        | DATE   | LOCATION  | AIRCRAFT DATA  | INJUR   | IES                         | S M /8  | 4                                 | FLIGHT<br>PURPOSE   | PILOT DATA  |  |  |  |
|--------|--|---|--|---|-----------------------------|---|-----------------------------------|---|---|--|--|--|
| 3-4083 | 11/14/67 N<br>TIME - 131   | ORMAN, QKLA<br>5  |  |   |                             |   |                                   |   | STUDENT, AGE 36, 72 TOTAL<br>KOURS, 3 IN TYPE.        |  |  |  |
|        | DAMAGE - SUBSTANTIAL<br>TYPE OF ACCIDENT<br>HARD LANDING LANDING LANDING   |   |  |   |                             |   |                                   |   |   |  |  |  |
|        | PROBABLE CA<br>PILOT IN<br>FACTOR  |   | OPER RECOVERY FROM BO  | UNCED   | LAND                        | ING   |                                   |   |   |  |  |  |
|        |  | COMMAND - LACK  | OF FAMILIARITY WITH  | AIRCRA  | FT                          |   |                                   |   |   |  |  |  |
| 3-4084 | 11/14/67<br>TIME - 080   | OXNARD;CALIF<br>7   | BELLANCA 14-193<br>N-150JB<br>Damage - Substantia  | CR-<br>PX-  | 0<br>0                      | 0 1<br>0 0  | ħ                                 | NONCOMMERCIAL<br>PLEASURE   | COMMERCIAL, AGE 40, 2514<br>Total Hours, 176 in Type. |  |  |  |
|        | GROUND-W   | IDENT<br>ATER LOOP-SWERVE<br>WITH FENCE,FENC  |  | -   | РН                          | ASE (<br>LANC   | DF C<br>DING                      | DPERATIÓN<br>5 ROLL<br>5 ROLL   |   |  |  |  |
|        |  |   |  |   |                             |   |                                   |   |   |  |  |  |
|        | PILOT IN   | COMMAND - IMPR<br>COMMAND - EXER  | OPER OPERATION OF BRA<br>CISED POOR JUDGMENT<br>SEAT,NO BRAKES AVAILA  |   |                             |   |                                   |   | COCKPIT.  |  |  |  |
| 3-4085 | PILOT IN<br>PILOT IN<br>REMARKS- PL  | COMMAND - IMPR<br>COMMAND - EXER<br>T LANDED FROM RT  | CISED POOR JUDGMENT<br>SEAT,NO BRAKES AVAILA   | BLE. T  | RIED                        | то с  | CONT                              | TROL ACFT CROSS   |   |  |  |  |
| 3-4085 | PILOT IN<br>PILOT IN<br>REMARKS- PL'<br>11/14/67 CI<br>TIME - 1400<br>TYPE OF ACC<br>UVERSHOO'   | COMMAND - IMPR<br>COMMAND - EXER<br>T LANDED FROM RT<br>HARLOTTE,MICH<br>O<br>IDENT   | CISED POOR JUDGMENT<br>SEAT,NO BRAKES AVAILA   | BLE. T  | RIED<br>0<br>0<br>PH        | TO C<br>0 1<br>0 0<br>ASE C<br>LAND                   | DF C                              | TROL ACFT CROSS   | PRIVATE, AGE 40, 240 TOTAL<br>Hours, 100 In Type.     |  |  |  |
| 3-4085 | PILOT IN<br>PILOT IN<br>REMARKS - PL'<br>11/14/67 Cf<br>TIME - 1400<br>TYPE OF ACC<br>OVERSHOO'<br>COLLIDED<br>PROBABLE CAN<br>PILOT IN  | COMMAND - IMPR<br>COMMAND - EXER<br>T LANDED FROM RT<br>HARLOTTE,MICH<br>O<br>IDENT<br>T<br>WITH DITCHES<br>USE<br>COMMAND - MISJ   | CISED POOR JUDGMENT<br>SEAT,NO BRAKES AVAILA   | BLE. T<br>CR-<br>PX-<br>L                                     | RIED<br>0<br>0<br>PH        | TO C<br>0 1<br>0 0<br>ASE C<br>LANE<br>LANE           | DF C<br>DING                      | TROL ACFT CROSS (<br>Honcommercial<br>Pleasure<br>DPERATION<br>5 LEVEL OFF/TOU            | PRIVATE, AGE 40, 240 TOTAL<br>Hours, 100 In Type.     |  |  |  |
| 3-4085 | PILOT IN<br>PILOT IN<br>REMARKS - PL'<br>11/14/67 CC<br>TIME - 1400<br>TYPE OF ACC<br>UVERSHOO'<br>COLLIDED<br>PROBABLE CAI<br>PILOT IN<br>PILOT IN<br>FACTOR<br>POWERPLAI<br>MISCELLAI<br>WEATHER | COMMAND - IMPR<br>COMMAND - EXER<br>T LANDED FROM RT<br>HARLOTTE,MICH<br>O<br>IDENT<br>T<br>WITH DITCHES<br>USE<br>COMMAND - IMPR<br>NT - ENGINE CONTR<br>NEOUS - FOREIGN | CISED POOR JUDGMENT<br>SEAT,NO BRAKES AVAILA<br>PIPER PA-24<br>N-6240P<br>DAMAGE -SUBSTANTIA<br>UDGED DISTANCE AND SP<br>OPER IN-FLIGHT DECISI<br>OLS-COCKPIT - THROT<br>MATERIAL AFFECTING N<br>DNS-INCLUDES SLEET,FR | BLE. T<br>CR-<br>PX-<br>L<br>EED<br>ONS OR<br>TLE-PO<br>DRMAL | RIED<br>O<br>O<br>PH<br>PLA | TO C<br>0 1<br>0 0<br>LANC<br>LANC<br>NN ING<br>LEVER | N<br>DF C<br>DING<br>DING<br>S AS | TROL ACFT CROSS (<br>NONCOMMERCIAL<br>PLEASURE<br>DPERATION<br>5 LEVEL OFF/TOUG<br>5 ROLL | PRIVATE, AGE 40, 240 TOTAL<br>Hours, 100 In Type.     |  |  |  |

BRIEFS OF ACCIDENTS

PAGE 1362

|        |  |   | BRIEFS (                                       |            |        |                     | S      |   |   |
|--------|--|---|--|------------|--------|---------------------|--------|---|---|
| DOCKET | DATE                                   | LOCATION  | AIRCRAFT DAȚA                                  |            | IES    | 5                   | M/N    | FLIGHT<br>PURPOSE                                       | PILOT DATA  |
| 3-4086 | 11/4/67 SI<br>TIME - 1700              | OUX FALLS,S DAK   | PIPER PA-28<br>N-4588R<br>DAMAGE -SUBSTANTIAN  | P X        | 0<br>0 | 0                   | 1<br>0 | INSTRUCTIONAL<br>TRAINING                               | STUDENT, AGE 26, 27 TOTAL<br>HOURS, ALL IN TYPE.      |
|        | TYPE OF ACCI<br>GROUND-WA<br>NOSE OVER | TER LOOP-SWERVE   |  |            | F      | I                   | LAND   | F OPERATION<br>Ing Roll<br>Ing Roll                     |   |
|        | PROBABLE CAU<br>PILOT IN               |   | PER OPERATION OF BRAN                          | KES AN     | D/(    | )r I                | FLIG   | HT CONTROLS   |   |
| 3-4087 | 11/3/67 FI<br>TIME - 2012              |   |  | CR-<br>PX- |        |                     |        | MISCELLANEOUS<br>DEMONSTRATION                          | PRIVATE, AGE 50, 21412 TOTAL<br>Hours, 52 in type.    |
|        | TYPE OF ACCI<br>UNDERSHOO<br>COLLIDED  |   |  |            | P      | 1                   | LANC   | F OPERATION<br>Ing Final Approach<br>Ing Final Approach |   |
|        | PILOT IN<br>MISCELLAN<br>FIRE AFTER I  | COMMAND - IMPRO<br>COMMAND - MISJU<br>EOUS ACTS:CONDITI | ONS - INSTRUMENTS-                             | 1I SREA    | DC     | DR                  | FAIL   | ED TO READ  |   |
| 3-4088 | 11/1/67 DE<br>TIME - 1845              |   | CESSNA T-210<br>N-6702R<br>Damage -substantiai | CR-<br>PX- |        |                     |        | NONCOMMERCIAL<br>Pleasure                               | COMMERCIAL, AGE 55, 2500<br>Total Hours, 150 in Type, |
|        | TYPE UF ACCI<br>Collided               | DENT<br>WITH PARKED AIRC                                |  | -          | F      |                     |        | F OPERATION<br>To takeoff                               |   |
|        |  | COMMAND - FAILE   | D TO SEE AND AVOID OF<br>LL N7942S,SUBSTANTIAL |            |        | R 0                 | BSTR   | UCTIONS   |   |
| 3-4089 | 10/14/67 EU<br>TIME - 1430             |   |  | CR-<br>PX- |        |                     |        |   | PRIVATE, AGE 30, 209 TOTAL<br>HOURS, 54 IN TYPE.      |
|        | TYPE OF ACCI<br>Overshoot<br>Nose over |   | j  | -          | / F    | $\langle   \rangle$ | LAND   | F OPERATION<br>DING LEVEL OFF/TOUC<br>DING ROLL         | HDOWN   |
|        | FACTOR<br>MISCELLAN<br>AIRPORT C       | COMMAND — MISJU<br>EOUS ACŤS₊CONDITI<br>ONDITIONS — SNO |  | ED         |        |                     |        |   |   |
|        | EMERGENCY CI                           | FING - NO BRIEFIN<br>RCUMSTANCES - PRE<br>ADV           | CAUTIONARY LANDING ON<br>ERSE/UNFAVORABLE WEAT | THER       |        |                     |        |   |   |
|        | REMARKS- INT                           | ENTIONAL DOWNWIND                                       | LDG DUE TO APPROACH                            | ING SN     | OM     | ST                  | JRM.   |   |   |

BRIEFS OF ACCIDENTS

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|        |  | BRIEFS OF ACCIDENTS  |  |  |  |  |  |  |
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| OCKET  |  | AIRCRAFT DATA INJURIES FLIGHT PILOT DATA<br>F S M/N PURPOSE  |  |  |  |  |  |  |
| -4090  | 10/13/67 ALBERHILL,CALIF<br>TIME - 1730  | CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 40, 145 TOTAL  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>Ground-Water Loop-Swer<br>Collided With Fence,F  | PHASE OF OPERATION<br>VE TAKEOFF RUN   |  |  |  |  |  |  |
|        | PILOT IN COMMAND -   | AILED TO MAINTAIN DIRECTIONAL CONTROL<br>TTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>NIGHT OPERATION FROM UNLIGHTED FIELD.           |  |  |  |  |  |  |
| 3-4091 | 10/8/67 GASPDRT₂NY<br>TIME - 2130  | PIPER PA-23 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 35, 6000<br>N-4574P PX- 0 0 1 BUSINESS TOTAL HOURS, 1300 IN TYPE.<br>Damage -Substantial   |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH DIRT BA   | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>NK LANDING ROLL   |  |  |  |  |  |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - F<br>AIRPORT CONDITIONS -   | ISJUDGED DISTANCE AND SPEED<br>WET RUNWAY  |  |  |  |  |  |  |
| 3-4092 | 10/7/67 HONOLULU∂HAWAII<br>TIME - 1418   |  |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>WHEELS-UP LANDING  | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN  |  |  |  |  |  |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED<br>FACTOR   |  |  |  |  |  |  |  |
|        | LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY<br>MISCELLANEOUS ACTS,CONDITIONS - ELECTRICAL FAILURE<br>POWERPLANT - ENGINE ACCESSORIES - GENERATORS<br>REMARKS- ELEC FAILURE DUE TO GENERATOR NOT MAINTAINING PROPER BATTERY CHARGE LEVEL. |  |  |  |  |  |  |  |
| 3-4093 | 9/7/67 DALLAS,TEX<br>TIME - 1519   | CESSNA 411 CR- O O 1 MISCELLANÉOUS COMMERCIAL,FL.INSTR., AGE 41<br>N-7366U PX- O O O TEST 7400 TOTAL HOURS, 40 IN TYPE.<br>Damage -Substantial |  |  |  |  |  |  |
|        | TYPE OF ACCIDENT<br>Wheels-up landing  | PHASE OF OPERATION<br>Landing level off/touchdown  |  |  |  |  |  |  |
|        | PROBABLE CAUSE   |  |  |  |  |  |  |  |

|        |   |  | BRIEFS  | OF ACC                        | IDE        | NTS   | ;                                 |                           |   |  |  |
|--------|---|--|---|-------------------------------|------------|---|-----------------------------------|---------------------------|---|--|--|
| DOCKET | DATE  | LOCATION   | AIRCRAFT DATA   | .I NJUR                       |            |   |                                   | FLIGHT<br>PURPOSE         | PILOT DATA  |  |  |
| 3-4094 | 10/4/67 MAR<br>TIME - 2130  | RIETTA,GA  | PIPER PA-24<br>N-6310P<br>DAMAGE -SUBSTANTIA  | PX-                           | 0<br>0     | 0<br>0  | 1<br>3                            | NONCOMMERCIAL<br>PLEASURE | COMMERCIAL, AGE 36, 3385<br>Total Hours, 50 in Type.            |  |  |
|        | TYPE OF ACCIU   |  | DANAGE JUDITANTA  |                               | P          |   | HASE OF OPERATION<br>Landing Roll |                           |   |  |  |
|        | MISCELLANE<br>LANDING GE<br>MISCELLANE  | COMMAND - FAILED<br>EOUS ACTS,CONDITIC<br>EAR - EMERGENCY/<br>EOUS ACTS,CONDITIC | ) TO FOLLOW APPROVED<br>INS - CIRCUIT BREA<br>EXTENSION ASSEMBLY<br>INS - IMPROPER ALI<br>EAKER NOT NOTICED B | KER PO<br>GNMENT              | PPE<br>/AD | D   | TMEN                              | ٥T                        | GR DUE TO TWISTED CABLE.  |  |  |
| 3-4095 | 10/18/67 DES<br>TIME - 1530   | SERT CNTR,CALIF  | CESSNA 310K<br>N-6915L<br>DAMAGE -SUBSTANTIA  |                               | 0<br>0     | 0<br>0  | 1<br>0                            | NONCOMMERCIAL<br>BUSINESS | PRIVATE, AGE 42, 2700 TOTAL<br>Hours, 1700 in type.             |  |  |
|        | TYPE OF ACCIE<br>WHEELS-UP  | DENT PHASE OF OPERATION  |   |                               |            |   |                                   |                           |   |  |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR<br>FACTOR  |  |   |                               |            |   |                                   |                           |   |  |  |
|        | MISCELLANE  | COS ACIS,CONDITIC  | INS – CHECKLIST-FA  | ILED I                        | 0 0        | SE  |                                   |                           |   |  |  |
| 3-4096 | 10/18/67 MIL<br>TIME - 0130   |  |   | PX-                           |            |   |                                   | MISCELLANEOUS<br>FERRY    | COMMERCIAL,FL.INSTR., AGE 28,<br>1175 TOTAL HOURS, 150 IN TYPE. |  |  |
|        | TYPE OF ACCID<br>COLLISION  | DENT<br>WITH GROUND/WATER  | UNCONTROLLED  |                               |            | PHASE OF OPERATION<br>Inflight Uncontrolled Descent |                                   |                           |   |  |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - PHYSICAL IMPAIRMENT<br>MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE<br>REMARKS- PLT FELL ASLEEP AT 2500 FT CRUISE.PLT TOOK OFF TO CONTINUE FLIGHT WITH NO SLEEP IN LAST 18 HRS. |  |   |                               |            |   |                                   |                           |   |  |  |
| 3-4097 | 10/19/67 KIN<br>Time - 1130   | GSVILLE,TEX  | MOONEY 20A<br>N-8330E<br>Damage -Substantia   |                               | 0          | 0<br>0  | 1<br>0                            | NONCOMMERCIAL<br>Pleasure | COMMERCIAL, AGE 28, 1790<br>Total Hours, 7 in type.             |  |  |
|        | TYPE OF ACCID<br>WHEELS-UP  |  | DAMAGE - 3083TANTIA   |                               | P          |   |                                   | OPERATION                 | CHDDWN  |  |  |
|        | FACTOR<br>LÀNDÍNG GE<br>MAINTENANO  | COMMAND - FAILED<br>AR - LANDING GE<br>E,SERVICING,INSPE                         | TO ASSURE THE GEAR<br>AR WARNING AND INDI<br>CTION - INADEQUAT<br>CATOR LIGHTS.GEAR W                         | CATING<br>E MAIN <sup>.</sup> | CO<br>Ten  | M PC  | NENT                              | S<br>ID INSPECTION        |   |  |  |

BRIEFS OF ACCIDENTS

| BRIEFS OF ACCIDENTS |  |                    |   |             |        |  |        |  |  |  |  |
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| DOCKET              | DATE   | LOCATION           | AIRCRAFT DATA                                 | INJU        |        |  | M/N    | FL IGHT<br>PURPOSE                       | PILOT DATA   |  |  |
| 3-4098              | 10/19/67 P<br>TIME - 180   | IPESTONE,MINN<br>O | PIPER PA-12<br>N-4061M<br>DAMAGE -SUBSTANTIAL | PX-         |        |  | 1<br>1 | NONCOMMERCIAL<br>PLEASURE                | PRIVATE, AGE 20, 325 TOTAL<br>Hours, 217 IN TYPE.              |  |  |
|                     | TYPE OF ACC<br>OVERSHOO<br>COLLIDED  |                    | DAMAGE - SUBSTANTIAL                          |             | f      | PHASE OF OPERATION<br>Landing level off/touchdown<br>Landing Roll                |        |  |  |  |  |
|                     | PROBABLE CAUSE<br>PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED<br>PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND<br>FACTUR<br>MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND  |                    |   |             |        |  |        |  |  |  |  |
| 3-4099              | 10/22/67 Q<br>TIME - 111   |                    | CESSNA 175A<br>N-6798E<br>DAMAGE -SUBSTANTIAL | PX-         | 0<br>0 | 0  | 1      | NONCOMMERCIAL<br>PLEASURE                | NONE, AGE 37, 200 TOTAL HOURS,<br>2 IN TYPE.                   |  |  |
|                     | TYPE OF ACC<br>Hard Lan<br>Gear Col  | DING               | UNHAGE - SUBSTANTIAL                          |             | F      | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING LEVEL OFF/TOUCHDOWN |        |  |  |  |  |
|                     | PROBABLE CAUSE<br>PILOT IN COMMAND - IMPROPER LEVEL OFF<br>FACTOR<br>MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE   |                    |   |             |        |  |        |  |  |  |  |
| 3-4100              | 10/23/67 D<br>TIME - 153   |                    | CESSNA 150<br>N-5800E<br>DAMAGE -SUBSTANTIAL  | Р <b>Х-</b> |        |  |        | INSTRUCTIONAL<br>DUAL                    | COMMERCIAL,FL.INSTR., AGE 23,<br>509 TOTAL HOURS, 450 IN TYPE. |  |  |
|                     | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>COLLIDED WITH FENCE, FENCEPOSTS   |                    |   |             |        |  | LAND   | F OPERATION<br>Ing Go-Around<br>Ing Roll |  |  |  |
|                     | PROBABLE CAUSE<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL<br>FACTOR<br>MISCELLANEOUS ACTS,CONDITIONS - SIMULATED CONDITIONS<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>REMARKS- PWR FAILED DURING ATTEMPT TO TERMINATE SIMULATED EMERGENCY LDG. |                    |   |             |        |  |        |  |  |  |  |





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