

Annual Review

U.S. Air Carrier Accidents calendar year 1966

NATIONAL TRANSPORTATION SAFETY BOARD

Department of Transportation

Washington, D.C. 20591

FOREWORD

The purpose of this report is to present the record of aircraft accidents, incident to flight, which occurred in U. S. Air Carrier operations during the calendar year 1966. It includes a statistical recapitulation of all accidents, and a brief of each accident containing the essential items of information which fulfill the requirements of the majority of persons using these reports.

Public reports containing greater detail have been issued by the Board on a number of the major accidents included in this report and are available upon request. In all cases, factual data obtained in the investigation may be released to inquirers at their expense when the reproduction of records is involved.

Included in this report are five accidents still under investigation. Additionally there were four accidents that occurred outside the United States, the investigation of which is under the jurisdiction of the state of occurrence in accordance with the provisions of Annex 13 to the International Civil Aviation Organization convention.

December 1967

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Aircraft Accident: For the purpose of this report, the accidents included herein are those occurrences incident to flight in which, "as a result of the operation of an aircraft, any person (occupant or non-occupant) receives fatal or serious injury or any aircraft receives substantial damage."

Aircraft Accident Incident to Flight: An aircraft accident incident to flight is an aircraft accident which occurs between the time an engine or engines are started for the purpose of commencing flight until the aircraft comes to rest with all engines stopped for complete or partial deplaning or unloading. It excludes death or injuries to persons on board which result from illness, altercations, and other incidents not directly attributable to flight operations.

Air Carrier: As used in this report, those operators who have been issued a Certificate of Public Convenience and Necessity by the Civil Aeronautics Board.

Aircraft Miles: The miles (computed in airport-to-airport distances) for each inter-airport hop actually completed, whether or not performed in accordance with the scheduled pattern. For this purpose, operation to a flag stop is a hop completed even though a landing is not actually made.

All-Cargo Carriers: Certificated Route carriers primarily engaged in the transportation of freight and express. The nonscheduled passenger operations of these carriers are included in this category. Does not include the all-cargo operations of the passenger/cargo carriers.

All-Cargo Service: Transport service established primarily for the transportation of freight, express, and/or mail.

All Operations: Refers to all flight operations including test, training, ferry, scheduled and nonscheduled passenger and cargo service both revenue and non-revenue.

Certificate of Public Convenience and Necessity: A certificate issued to an air carrier by the Civil Aeronautics Board, authorizing the carrier to engage in air transportation.

Explanatory Notes

Certificated Route Carriers: One of a class of air carriers holding Certificates of Public Convenience and Necessity, issued by the Civil Aeronautics Board, authorizing the performance of scheduled air transportation over specified routes and a limited amount of nonscheduled operations. This general carrier grouping includes the all purpose carriers (i.e., the so-called passenger/cargo carriers) and the All-Cargo carriers, and comprises all of the airlines certificated by the Board, except Supplemental air carriers. Certificated Route air carriers are often referred to as "Scheduled Airlines" although they also perform nonscheduled service.

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Domestic Operations: In general, operations within the territory of the United States. Includes operations of the Domestic Trunk carriers and the Local Service, Helicopter, Intra-Alaska, Intra-Hawaii and Domestic All-Cargo carriers.

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Domestic Trunk Carriers: Those Domestic "grandfather" carriers designated as "Trunk Carriers" in 1945-46, when "feeder" carriers (now called Local Service carriers) were granted certificates by the Civil Aeronautics Board to perform local feeder air service. International and Territorial operations of the Trunk carriers are shown under "International Operations" and are not included under "Domestic Operations."

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Helicopter Carriers: Domestic Certificated Route air carriers employing helicopter aircraft for their primary operations.

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International Operations: In general, operations outside the territory of the United States, including operations between United States points separated by foreign territory or major expanses of international waters.

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Intra-Alaska Operations: Intra-Alaskan air carrier operations are included under Domestic Operations. Operations between Alaska and other States of the United States are carried under International Operations.

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Intra-Hawaii Operations: Intra-Hawaii air carrier operations are included under Domestic Operations. Operations between Hawaii and other States of the United States are carried under International Operations.

Explanatory Notes

Local Service Carriers: Certificated Domestic Route air carriers operating over routes of lesser density between the smaller traffic centers and between those centers and principal centers.

Nonscheduled Service: Revenue flights that are not operated in regular scheduled service such as charter flights and all nonrevenue flights incident to such flights.

Passenger Mile: One passenger transported one mile. Passenger miles are computed by the summation of the products of the aircraft miles flown on each inter-airport hop multiplied by the number of passengers carried on that hop.

Revenue Passenger: A person receiving air transportation from an air carrier for which remuneration is received by the air carrier. Air carrier employees and others receiving air transportation against whom token service charges are levied are considered nonrevenue passengers.

Revenue Plane Miles: The total plane miles flown in revenue service.

Supplemental Air Carrier: One of a class of air carriers now holding interim operating certificates issued by the Civil Aeronautics Board, authorizing them to perform passenger and cargo charter services supplementing the scheduled service of the Certificated Route air carriers.

Causes and Related Factors: In determining the probable cause of an accident, all facts, conditions and circumstances are considered. For statistical purposes, where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. Therefore, in the Cause and Related Factor Table the figures shown in the columns dealing with Cause will exceed the total number of accidents. The term Factor is used, in general, to denote 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.

Explanatory Notes

Mid-air collisions nonfatal to air carrier occupants are included in all compilations except the fatal accident rate.

Accidents involving sabotage are included in the total number of accidents and the resulting fatalities are included in the total fatalities. However, these accidents and fatalities are excluded in the computation of accident rates and passenger fatality rates. Accidents involving sabotage are as follows:

<u>Date</u>	<u>Location</u>	<u>Fatalities</u>		
		<u>Passg.</u>	<u>Crew</u>	<u>Total</u>
July 25, 1957	Daggett, Calif.	1	0	1
January 6, 1960	Bolivia, N. C.	29	5	34
May 22, 1962	Unionville, Mo.	37	8	45
May 7, 1964	San Ramon, Calif.	41	3	44

The accident record of U. S. General Aviation small fixed-wing aircraft, large fixed-wing aircraft and rotorcraft is contained in a separate publication entitled "General Aviation Accidents - A Statistical Review."

Abbreviations Used In Section II of This Publication

CR.....	Crew
CTR.....	Contract
D.....	Domestic
I.....	International
Mil/Ctr.....	Military Contract
NS.....	Non-Scheduled
OT.....	Other Personnel
Passg. PX.....	Passenger
S.....	Scheduled

Note: All times shown are local standard.

STYLING & REVIEW

U. S. AIR CARRIER SAFETY RECORD - 1966

The 1966 safety record of the U. S. Air Carriers is presented in this report in relation to the various classifications and groupings of air carriers, and to the different types of operations in which they engage. There are two main categories of air carriers; the Certificated Route Carriers and the Supplemental Carriers. Data is furnished in relation to each category and to the different groupings of carriers within each category. Additional breakdowns are made in respect to the different types of service performed by these carriers.

HIGHLIGHTS - U. S. AIR CARRIER SAFETY RECORD - ALL OPERATIONS

In the overall operation of the U. S. Air Carriers during 1966 there were 75 aircraft accidents incident to flight, 8 of which were fatal accidents resulting in 272 fatalities. Following is a comparison with the previous three year's record.

	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
<u>TOTAL ACCIDENTS</u>	77	79	83	75
Fatal Accidents.....	13	13	9	8
Involving Serious Injury Only.	20	17	25	22
Involving Minor or No Injury..	44	49	49	45
<u>AIRCRAFT DAMAGE</u>				
Destroyed.....	13	12	16	12
Substantial.....	48	52	46	47
<u>FATALITIES - TOTAL</u>	264	238	261	272
Passengers.....	223	202	226	137
Crew members.....	41	35	35	27
Other persons.....	0	1	0	108
<u>MILES FLOWN - (Billion)</u> 1/ ..	1.23	1.33	1.54	1.77
<u>HOURS FLOWN - (Million)</u>	4.13	4.31	4.69	5.11
<u>ACCIDENT RATES</u>				
Per 1 million aircraft miles	0.063	0.058	0.054	0.042
Per 100 thousand acft. hours	1.866	1.809	1.769	1.469

1/ Nonrevenue miles of the Supplemental Air Carriers not reported.

CERTIFICATED ROUTE CARRIERSALL OPERATIONS OF CERTIFICATED ROUTE CARRIERS

In 1966 the Certificated Route Carriers had 69 accidents in their total revenue and nonrevenue operations. Six of these were fatal accidents resulting in 186 fatalities. The distribution of accidents by type of operations was as follows:

<u>Operation</u>	<u>Total</u>	<u>Fatal</u>	<u>Fatalities</u>	Civil Op
Scheduled Passenger Service.....	53	4	72	Pass
Scheduled Cargo Service.....	3	1	3	Carg
Nonscheduled Revenue Operations....	7	1	111	Military
Nonrevenue Operations				Pass
Training.....	6	0	0	Carg
Other.....	0	0	0	Training
Total All Operations.....	69	6	186	Ferry..
				Tot

Miles - Hours Flown

Miles Flown.....	1,683,546,983
Hours Flown.....	4,782,520

Aircraft
Hours IAccident Rates

Per 1 Million Aircraft Miles.....	<u>Total Accidents</u>	<u>Fatal Accidents</u>	Per 1
	0.041	0.004	Per 10
Per 100 Thousand Aircraft Hours....	1.443	0.125	

SCHEDULED PASSENGER SERVICE

Revenue Passengers Carried.....	109.39 Million
Passenger-Miles (revenue & nonrevenue)	83.14 Billion
Aircraft-Miles Flown.....	1.40 Billion

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Passenger Fatality Rate Per 100 Million
Passenger-Miles Flown.....

0.07

Miles Flown

Per Accident.....	24.40 Million
Per Fatal Accident.....	280.59 Million

NR -

SUPPLEMENTAL AIR CARRIERS

ALL OPERATIONS OF SUPPLEMENTAL CARRIERS

In 1966, the Supplemental Air Carriers had 6 accidents 2 of which were fatal, resulting in 86 fatalities. These accidents occurred in the following types of operations.

<u>Operation</u>	<u>Number of Accidents</u>		<u>Total Fatalities</u>
	<u>Total</u>	<u>Fatal</u>	
Civil Operations:			
Passenger.....	0	0	0
Cargo.....	3	1	3
Military Operations:			
Passenger.....	1	1	83
Cargo.....	1	0	0
Training.....	0	0	0
Ferry.....	1	0	0
Total - All Operations.....	6	2	86

Miles - Hours Flown

Aircraft Miles Flown (revenue).....	84,910,596
Hours Flown (revenue and nonrevenue)..	322,465

<u>Accident Rates</u>	<u>Total Accidents</u>	<u>Fatal Accidents</u>
Per 1 Million Aircraft Miles.....	0.071	0.024
Per 100 thousands aircraft hours.....	1.861	0.620

<u>Type Operation</u>	<u>Passengers Carried</u>	<u>Revenue Passenger-Miles Flown</u>	<u>Passenger Fatality Rate Per 100 Million Passenger-Miles</u>
Civil.....	NR	1,553,529,000	0.00
Military....	NR	2,571,916,000	3.032
Total.....	1,597,911	4,125,445,000	1.890

NR - Not Reported.

ACCIDENT RATES
U. S. CERTIFIED ROUTE AND SUPPLEMENTAL AIR CARRIERS
ALL OPERATIONS

1966

CLASS OF CARRIER	Number of Accidents			Aircraft Miles Flown	Aircraft Hours Flown	Accident Rates		
	Total	Fatal	Serious	Minor	Destroyed	Substantial	Per 100,000 Hours Total Fatal Accidents	Per 100,000 Miles Total Fatal Accidents
CERTIFIED ROUTE AIR CARRIERS								
1. Domestic Carriers								
Trunk	31	1	11	19	1	19	1,068,370,173	2,782,983
Local Service	17	2	5	10	2	13	172,354,672	899,201
Helicopter	5	0	1	4	0	5	2,869,124	1,873
All-Cargo	2	0	0	2	1	1	35,582,645	105,117
Other	0	0	0	0	0	0		
Subtotal	55	3	17	35	4	38	1,278,976,674	3,815,432
Intra-Alaska	6	1	0	5	1	5	10,614,071	72,810
Intra-Hawaii	0	0	0	0	0	0	7,855,479	36,972
TOTAL DOMESTIC	61	4	17	40	5	43	1,297,446,164	3,915,214
2. International Carriers								
Passenger/Cargo	5	1	3	1	1	1	350,338,292	757,634
All-Cargo	3	1	1	1	3	0	35,762,527	99,671
TOTAL INTERNATIONAL	8	2	4	2	4	1	386,100,819	857,305
TOTAL CERTIFIED ROUTE AIR CARRIERS	69	6	21	42	9	44	1,683,546,983	4,782,520
SUPPLEMENTAL AIR CARRIERS								
1. Domestic Carriers								
Civil Operations	4	1	1	2	2	2	N/R	N/R
Military Contract	2	1	1	1	1	1	N/R	N/R
Subtotal	6	2	2	2	2	2		
2. International Carriers								
Civil Operations	0	0	0	0	0	0	N/R	N/R
Military Contract	0	0	0	0	0	0	N/R	N/R
Subtotal	0	0	0	0	0	0		
TOTAL SUPPLEMENTAL AIR CARRIERS	6	2	1	3	3	3	84,910,596 ¹ /	322,465
GRAND TOTAL ALL OPERATIONS	75	8	22	45	12	47	1,768,457,579 ² /	5,104,984

1/ Revenue miles only.

2/ Nonrevenue miles of the Supplemental Air Carriers not reported.

ACCIDENT RATES
CERTIFIED ROUTE AIR CARRIERS
ALL REVENUE OPERATIONS
1966

CLASS OF CARRIER	Number of Accidents			Aircraft Hours Flown			Number of Departures			Total Accidents			Accident Rates		
	Total	Fatal	Injury Index Minor/ None	Aircraft Miles Flown	Miles	Hours	Miles	Hours	Departures	1 Million Miles	100,000 Miles	1 Million Hours	100,000 Hours	Departures	Fatal Accidents 100,000 Departures
SCHEDULED SERVICE															
1. Domestic Carriers															
Trunk.....	26	1	10	95,729,237	2,589,589	.026	1,135	.001	.039	.044	.012	.232	.135	.000	.000
Local Service.....	16	2	5	165,071,016	863,103	.097	1,854	.082	.000	.000	.000	.000	.000	.000	.000
Helicopter.....	4	0	1	2,241,351	22,653	.178	17,658	.286	.000	.000	.000	.000	.000	.000	.000
All-Cargo.....	2	0	0	11,020,900	38,833	.160	5,150	12,493	.000	.000	.000	.000	.000	.000	.000
Other.....	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal.....	48	3	16	1,174,062,504	3,514,178	.061	1,366	1,223	.003	.085	.003	.000	.076	.000	.000
Intra-Alaska.....	4	1	0	7,981,864	54,195	.501	7,340	4,030	.125	1,835	.125	.000	.007	.000	.000
Intra-Hawaii.....	0	0	0	7,221,297	33,733	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
TOTAL DOMESTIC.....	52	4	16	1,189,265,665	3,602,406	.064	1,143	1,272	.003	.111	.098	.000	.114	.098	.000
2. International Carriers															
Pasenger/Cargo.....	4	1	2	285,710,829	610,952	.014	.655	1,426	.004	.164	.164	.000	.000	.357	.000
All-Cargo.....	2	0	0	7,296,619	29,624	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
TOTAL INTERNATIONAL.	4	1	2	293,007,448	630,576	.014	.634	1,397	.003	.159	.159	.000	.000	.349	.000
TOTAL SCHEDULED SERVICE.....	56	5	18	1,482,273,113	4,232,982	.038	1,323	1,281	.003	.118	.118	.000	.114	.114	.000
NONSCHEDULED REVENUE SERVICE															
1. Domestic Carriers															
Trunk.....	1	0	0	21,569,553	44,026	.046	2,271	8,559	.000	.000	.000	.000	.000	.000	.000
Local Service.....	0	0	0	2,002,293	9,648	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
Helicopter.....	0	0	0	259,163	4,031	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
All-Cargo.....	0	0	0	21,300,588	56,693	.000	11,206	.000	.000	.000	.000	.000	.000	.000	.000
Other.....	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal.....	1	0	0	45,131,517	114,398	.022	31,315	.874	.000	.193	.000	.000	.000	.000	.000
Intra-Alaska.....	2	0	0	1,984,360	13,762	1,008	14,533	9,822	.000	.000	.000	.000	.000	.000	.000
Intra-Hawaii.....	0	0	0	4,903	33	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000
TOTAL DOMESTIC.....	3	0	0	47,120,780	128,193	.064	2,340	5,800	.000	.000	.000	.000	.000	.000	.000
2. International Carriers															
Pasenger/Cargo.....	1	0	1	47,755,527	104,571	.021	.956	3,895	.000	.000	.000	.000	.000	.000	.000
All-Cargo.....	3	1	1	25,437,163	70,279	.118	4,227	26,268	.032	1,109	1,109	.014	8,715	8,715	.000
TOTAL INTERNATIONAL.	4	1	2	73,192,690	175,550	.055	2,279	10,775	.014	.570	.570	.014	2,694	2,694	.000
TOTAL NONSCHEDULED SERVICE.....	7	1	2	120,313,470	303,743	.058	2,305	7,879	.008	.329	.329	.008	1,126	1,126	.000
GRAND TOTAL.....	63	6	20	1,602,586,583	4,536,725	.039	1,389	1,412	.004	.132	.132	.004	.134	.134	.000

ACCIDENTS, INJURIES, AIRCRAFT DAMAGE
BY TYPE OF OPERATION
U. S. CERTIFIED ROUTE AND SUPPLEMENTAL AIR CARRIERS
1966

ITEMS	CERTIFIED ROUTE CARRIERS			SUPPLEMENTAL CARRIERS			GRAND TOTAL
	Scheduled Passenger Service	All Scheduled Service	Nonsched. Revenue Operations	Total All Operations	Public Passag./Cargo Operations	Nonrevenue Operations	
<u>Accident - Injury Index</u>							
Fatal.....	4	5	1	6	1	0	8
Serious.....	18	18	2	21	1	1	22
Minor/None.....	31	33	4	42	1	3	45
Total.....	53	56	7	69	3	6	75
<u>Aircraft Damage</u>							
Destroyed.....	4	6	3	9	2	1	12
Substantial.....	35	36	3	44	1	3	47
Minor/None.....	14	14	1	16	0	6	16
Total.....	53	56	7	69	3	6	75
<u>Fatalities</u>							
Captain.....	4	5	1	6	1	1	8
Copilot.....	3	4	1	5	0	0	7
Flight Engineer.....	0	1	1	2	0	0	3
Cabin Attendants.....	5	5	0	5	0	0	2
Other Crew.....	1	1	0	2	0	0	2
Passengers.....	59	59	0	59	0	78	137
Non-Occupants.....	0	0	107	107	0	0	108
Total.....	72	75	111	186	3	83	272
<u>Serious Injuries</u>							
Captain.....	0	0	0	0	1	0	1
Copilot.....	0	0	0	0	0	0	0
Flight Engineer.....	0	0	1	1	0	0	1
Cabin Attendants.....	4	4	0	4	0	0	4
Other Crew.....	0	0	1	1	0	0	1
Passenger.....	17	17	1	18	1	15	33
Non-Occupants.....	1	1	2	1	0	0	1
Total.....	22	25	2	25	1	15	41

RECORD OF INDIVIDUAL TRUNK CARRIERS
 SCHEDULED DOMESTIC PASSENGER SERVICE

1966

Operator	Accidents			Fatalities			Revenue Passenger- Carried (000)	Passenger- miles ^{1/} (000)	Revenue Plane- Miles	Departures
	Total	Fatal	Passg.	Crew	Others					
<u>TRUNK</u>										
American Airlines.....	6	0	0	0	0	13,803,508	12,031,365	176,321,620	301,791	
Braniff Airways.....	3	1	38	4	0	4,329,488	2,287,815	46,351,068	160,795	
Continental Air Lines.	1	0	0	0	0	2,375,637	1,973,051	35,211,301	73,032	
Delta Air Lines.....	4	0	0	0	0	8,777,832	6,038,458	89,955,324	259,566	
Eastern Air Lines.....	4	0	0	0	0	12,239,512	6,853,749	115,976,774	352,033	
National Airlines.....	0	0	0	0	0	3,500,000	2,887,595	48,191,048	112,887	
Northeast Airlines.....	0	0	0	0	0	2,035,241	955,621	19,413,262	70,121	
Northwest Airlines.....	0	0	0	0	0	4,291,021	2,814,758	50,535,934	130,985	
Trans World Airlines..	1	0	0	0	0	8,111,449	8,307,824	134,764,454	195,605	
United Air Lines.....	6	0	0	0	0	15,679,476	12,466,059	216,344,242	493,030	
Western Air Lines.....	1	0	0	0	0	4,239,130	2,444,971	34,560,608	100,744	
Total 2/.....	26	1	38	4	0	79,382,294	59,061,266	967,625,635	2,250,589	

1/ Both revenue and nonrevenue.

2/ Collisions between Air Carriers counted as one in totals.

RECORD OF INDIVIDUAL LOCAL SERVICE AND HELICOPTER CARRIERS
SCHEDULED PASSENGER SERVICE

1966

OPERATOR	Accidents		Fatalities			Revenue Passenger- miles 1/ (000)	Revenue Plane- Miles	Departures
	Total	Fatal	Passg.	Crew	Others			
<u>Local Service</u>								
Allegheny Airlines.....	3	0	0	0	0	1,962,698	17,314,478	136,041
Bonanza Airlines.....	0	0	0	0	0	848,063	8,279,578	53,533
Central Airlines.....	1	0	0	0	0	539,771	8,023,777	78,165
Frontier Airlines.....	3	0	0	0	0	1,030,836	347,667	117,517
Lake Central Airlines.....	2	0	0	0	0	692,506	118,256	89,925
Mohawk Airlines.....	0	0	0	0	0	1,920,861	433,633	120,405
North Central Airlines.....	0	0	0	0	0	1,882,015	358,911	117,108,105
Ozark Airlines.....	1	0	0	0	0	1,454,679	301,852	14,406,307
Pacific Airlines.....	1	0	0	0	0	834,408	174,805	138,140
Piedmont Aviation.....	2	1	0	3	0	1,475,272	388,650	6,929,137
Southern Airways.....	0	0	0	0	0	1,034,686	199,959	148,079
Trans-Texas Airways.....	2	0	0	0	0	1,223,444	284,491	10,932,717
West Coast Airlines.....	<u>1</u>	<u>1</u>	<u>1</u>	<u>13</u>	<u>2</u>	<u>641,148</u>	<u>169,744</u>	<u>109,163</u>
Total.....	<u>16</u>	<u>2</u>	<u>8</u>	<u>13</u>	<u>0</u>	<u>15,540,387</u>	<u>3,568,810</u>	<u>143,008</u>
							<u>163,065,860</u>	<u>77,457</u>
								<u>1,460,888</u>
<u>Helicopter Service</u>								
Chicago Helicopter Airways	0	0	0	0	0	-	-	-
Los Angeles Airways.....	1	0	0	0	0	307,034	11,788	967,625
New York Airways.....	1	0	0	0	0	526,736	9,651	675,491
San Francisco Oakland.....	2	0	0	0	0	233,187	4,713	598,235
Total.....	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1,066,957</u>	<u>26,152</u>	<u>2,241,351</u>
								<u>139,568</u>

1/ Both revenue and nonrevenue.

RECORD OF INDIVIDUAL INTRA-ALASKA AND INTRA-HAWAII CARRIERS
SCHEDULED PASSENGER SERVICE

1966

Operator	Accidents			Fatalities			Revenue		Passenger-Miles 1/ (000)	Revenue-Plane-Miles	Departures
	Total	Fatal	Passg.	Crew	Others	Passengers	Carried				
<u>Intra-Alaska</u>											
Alaska Coastal-Ellis.....	1	1	8	1	0	116,550	9,940	1,586,913	32,739		
Cordova Airlines.....	0	0	0	0	0	22,142	4,634	531,834	5,103		
Kodiak Airways.....	0	0	0	0	0	11,869	617	203,727	7,082		
Northern Consolidated...	0	0	0	0	0	38,906	13,080	1,727,539	20,147		
Reeves Aleutian Airways.	0	0	0	0	0	17,762	21,233	963,705	4,518		
Western Alaska.....	1	0	0	0	0	7,118	363	222,397	6,256		
Wien Alaska Airlines....	2	0	0	0	0	54,728	22,562	2,745,749	23,416		
Total.....	4	1	8	1	0	269,075	72,429	7,981,864	99,261		
<u>Intra-Hawaii</u>											
Aloha Airlines.....	0	0	0	0	0	639,214	99,646	3,091,920	26,077		
Hawaiian Airlines.....	0	0	0	0	0	847,639	136,645	3,444,541	30,715		
Total.....	0	0	0	0	0	1,486,853	236,291	6,536,461	56,792		

1/ Both revenue and nonrevenue.

RECORD OF U. S. INTERNATIONAL CARRIERS
SCHEDULED PASSENGER SERVICE

1966

OPERATORS	Accidents			Fatalities			Revenue Passenger- Carried	Passenger- Miles 1/ (000)	Revenue Plane- Miles	Departures
	Total	Fatal	Passg.	Crew	Others					
Alaska Airlines.....	0	0	0	0	0	117,476	110,375	1,952,581	4,527	
American Airlines.....	0	0	0	0	0	186,180	208,908	2,888,807	3,747	
Brannif Airways.....	0	0	0	0	0	255,728	372,633	6,374,454	6,599	
Caribbean Atlantic Airlines..	0	0	0	0	0	974,238	83,253	2,587,275	33,932	
Delta Air Lines.....	1	0	0	0	0	64,181	109,255	1,550,276	1,344	
Eastern Air Lines.....	0	0	0	0	0	929,350	1,387,569	14,821,717	11,810	
Mackey Air Transport.....	0	0	0	0	0	297,965	49,740	1,530,724	17,587	
National Air Lines.....	0	0	0	0	0	2/	2/	2/	2/	
Northwest Airlines.....	0	0	0	0	0	333,345	974,905	16,761,307	8,237	
Pacific Northern Airlines....	0	0	0	0	0	297,995	266,053	4,771,326	11,470	
Pan American Grace Airways...	0	0	0	0	0	167,331	297,974	4,052,573	4,062	
Pan American World Airways...	1	0	0	0	0	6,235,029	11,479,657	138,967,491	128,640	
Trans-Caribbean Airways, Inc.	0	0	0	0	0	323,024	525,792	4,436,502	2,913	
Trans World Airlines.....	0	0	0	0	0	773,817	2,674,491	36,149,564	19,104	
United Air Lines.....	0	0	0	0	0	528,504	1,374,108	16,243,988	6,507	
Western Air Lines.....	1	0	0	0	0	160,827	262,536	3,449,550	2,577	
TOTAL.....	3	0	0	0	0	11,644,990	20,177,249	256,538,135	263,056	

1/ Both revenue and nonrevenue.

2/ National suspended scheduled service between U. S. and Cuba on February 1, 1961.

RECORD OF INDIVIDUAL SUPPLEMENTAL AIR CARRIERS
PASSENGER OPERATIONS (CIVIL AND MILITARY)
1966

OPERATORS	CIVILIAN SERVICE				MILITARY CONTRACT OPERATIONS				Aggregate Passenger Carried	Total 2/ Hours Flown
	Revenue Passenger Miles (000)		Revenue Plane Miles	Fatalities Passg. Crew	Revenue Passenger Miles (000)		Revenue Plane Miles	Fatalities Passg. Crew		
	Accidents	Total Fatal			Total Fatal					
American Flyers Airline Corp.....	0	0	99,739	1,634,154	0	0	1	1	91,680	1,481,279
Capitol Airways, Inc.....	0	0	345,193	3,325,528	0	0	0	0	3,789,966	6,386,552
Johnson Flying Service, Inc.....	0	4	1,125	1,330,870	0	0	0	0	N/R	N/R
Modern Air Transport, Inc.....	0	0	64,150	1,200,219	0	0	0	0	27,967	56,084
Overseas National Airways, Inc.....	0	0	180,717	1,325,095	0	0	0	0	167,960	1,493,363
Purdie Aeronautics Corp.....	0	0	11,975	432,342	0	0	0	0	7,315	23,051
Saturn Airways, Inc.....	0	0	119,617	1,679,122	0	0	0	0	143,976	12,788,034
Southern Air Transport, Inc.....	0	0	900	2,390,325	0	0	0	0	142,868	3,117,610
Standard Airway, Inc.....	0	0	26,339	398,467	0	0	0	0	13,774	24,133
Trans-International Airlines, Inc.....	0	0	342,918	2,005,850	0	0	0	0	593,630	5,527,840
Vance International Airways.....	0	0	2,406	41,199	0	0	0	0	N/R	N/R
World Airways, Inc.....	0	0	341,087	3,379,555	0	0	0	0	1,004,180	13,001,149
Zantop Airways, Inc.....	0	0	13,763	7,564,494	0	0	0	0	N/R	12,819,681
TOTAL.....	0	0	1,553,529	26,795,820	0	0	1	1	2,571,916	57,664,776

1/ Includes miles flown in cargo operations.

2/ Total hours flown in all operations.

N/R - Not Reported.

CAUSE/FACTOR TABLE

U. S. AIR CARRIERS
ALL OPERATIONS

1966

PERSONNEL (CONT'D)

INVOLVES 75 TOTAL ACCIDENTS
INVOLVES 8 FATAL ACCIDENTSNOTE: 9 OF THE 75 ACCIDENTS
HAVE NO CAUSE ASSIGNED

FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*

PILOT

PILOT IN COMMAND
 DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT
 EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT
 FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT
 FAILED TO FOLLOW APPROVED PROCEDURES DIRECTIVES ETC
 IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS
 IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS
 IMPROPER LEVEL OFF
 INADEQUATE SUPERVISION OF FLIGHT
 LACK OF FAMILIARITY WITH AIRCRAFT
 IMPROPER STARTING PROCEDURES
 TAXIED/PARKED WITHOUT PROPER ASSISTANCE
 SPONTANEOUS-IMPROPER ACTION
 MISJUDGED DISTANCE SPEED AND ALTITUDE
 MISJUDGED DISTANCE AND ALTITUDE
 INCAPACITATION
 FAILED TO MAINTAIN DIRECTIONAL CONTROL
 FAILED TO ABORT TAKEOFF
 FAILED TO INITIATE GO-AROUND
 DIRECT ENTRIES

SUBTOTAL

COPILOT
 INADVERTENTLY RETRACTED GEAR
 IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS
 IMPROPER LEVEL OFF
 IMPROPER IFR OPERATION
 MISJUDGED DISTANCE SPEED AND ALTITUDE
 MISJUDGED SPEED
 MISJUDGED CLEARANCE
 FAILED TO MAINTAIN DIRECTIONAL CONTROL

SUBTOTAL

DUAL STUDENT
 MISJUDGED DISTANCE SPEED AND ALTITUDE

SUBTOTAL

PERSONNEL

FLIGHT INSTRUCTOR

MAINTENANCE SERVICING INSPECTION
 IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)
 INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL)
 INADEQUATE MAINTENANCE AND INSPECTION

OPERATIONAL SUPERVISORY PERSONNEL
 DEFICIENCY COMPANY MAINTAINED EQMPT SERVICES REGULATION

WEATHER PERSONNEL

INCORRECT WEATHER FORECAST

TRAFFIC CONTROL PERSONNEL

AIRPORT SUPERVISORY PERSONNEL

AIRWAYS FACILITIES

PRODUCTION-DESIG
SUBSTANDARD-QUALMISCELLANEOUS-PE
PILOT OF OTHER /
PASSENGER
OTHER

THIRD PILOT

FLIGHT ENGINEER

DISPATCHING
DISPATCHED AIRC
FAILURE TO KEEP

SUBTOTAL

AIRFRAME

WINGS

FUSELAGE
DIRECT ENTRIESLANDING GEAR
MAIN GEAR-SHOUL
NORMAL RETRACT
EMERGENCY/EXTEN
NUSEWHEEL ASSE
WHEELS TIRES A
BRAKING SYSTEM
LANDING GEAR W
GEAR LOCKING M
SWITCHES LEVER

FLIGHT CONTROL

SUBTOTAL

POWERPLANT

ENGINE STRUCT
MASTER AND COI
CYLINDER ASSE
PISTON PISTON

IGNITION SYSTEM

FUEL SYSTEM

LUBRICATING SYSTEM

COOLING SYSTEM
PROPELLER AND
BLADESEXHAUST SYSTEM
ENGINE ACCE

ENGINE CONTR

POWERPLANT-I

MISCELLANEOUS
POWERPLANT F

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN									
SUBSTANDARD QUALITY CONTROL									
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	1		1	2	1	1	1	1	1
PASSENGER				1	3	2	1	3	
OTHER				1	1	1	1	1	
THIRD PILOT									
FLIGHT ENGINEER									
DISPATCHING				1	1	1	1	1	1
DISPATCHED AIRCRAFT IMPROPERLY EQUIPPED FOR FLIGHT				1	1	1	1	1	
FAILURE TO KEEP FLIGHT PROPERLY ADVISED				1	1	1	1	1	
SUBTOTAL	1		1	17	6	23	18	6	24
AIRFRAME									
WINGS									
FUSELAGE				1	1	1	1	1	1
DIRECT ENTRIES									
LANDING GEAR				1	1	1	1	1	1
MAIN GEAR-SHOCK ABSORBING ASSY STRUTS ATTACHMENTS ETC				4	4	4	4	4	
NORMAL RETRACTION/EXTENSION ASSEMBLY				2	2	2	2	2	
EMERGENCY/EXTENSION ASSEMBLY				3	3	3	3	3	
NUSEWHEEL ASSEMBLIES				1	1	1	1	1	
WHEELS TIRES AXLES				1	1	1	1	1	
BRAKING SYSTEM				1	1	1	1	1	1
LANDING GEAR WARNING AND INDICATING COMPONENTS				1	1	1	1	1	
GEAR LOCKING MECHANISM				1	1	1	1	1	
SWITCHES LEVERS CRANKING MECHANISM ETC				1	1	1	1	1	
FLIGHT CONTROL SURFACES							16	16	16
SUBTOTAL							16	16	16
POWERPLANT									
ENGINE STRUCTURE				1	1	1	1	1	1
MASTER AND CONNECTING RODS				2	2	2	2	2	2
CYLINDER ASSEMBLY				1	1	1	1	1	1
PISTON PISTON RINGS									
IGNITION SYSTEM									
FUEL SYSTEM									
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES				1	1	1	1	1	1
BLADES									
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS-COCKPIT									
POWERPLANT-INSTRUMENTS									
MISCELLANEOUS				1	1	1	1	1	1
POWERPLANT FAILURE FOR UNDETERMINED REASONS									

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

SYSTEMS (CONTINUE

	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
INGESTION			1			1			1
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY			2			2			2
WHEEL TURBINE			1			1			1
SPACER WHEEL									
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL			10			10			10
SYSTEMS									
ELECTRICAL SYSTEM									
SWITCHES			1			2			2
OTHER			1			1			1
HYDRAULIC SYSTEM									
RESERVOIR LINES FITTINGS			1			1			1
FLIGHT CONTROL SYSTEMS									
ANTI-ICING DE-ICING SYSTEMS									
AIR CONDITION HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									

SUBTOTAL
AIRPORTS/AIRWAYS
AIRPORT FACILITY
AIRPORT CONDITIC
WET RUNWAY
ICE/SLUSH ON RUN
SOFT SHOULDERS
ICE/SLUSH ON RAI
AIRWAYS FACILIT
SUBTOTAL
WEATHER
LOW CEILING
RAIN
FOG
UNFAVORABLE WIN
TURBULENCE IN F
TURBULENCE ASSC
OBSTRUCTIONS TO
THUNDERSTORM AT
SUBTOTAL
TERRAIN
ROUGH/UNEVEN
OTHER
SUBTOTAL
MISCELLANEOUS
BIRD COLLISION
EVASIVE MANEU
FOREIGN MATERI
UNDETERMINED
DIRECT ENTRIE:
SUBTOTAL
GRAND TOTAL
MISCELLANEOUS
ALTIMETER SET
CREW COORDINA
DISREGARD OF
IMPROPER EMER
SEAT BELT NOT
DUMPED FUEL
POORLY PLANN
LANDED ON FO
ELECTRICAL F
EXPLOSIVE DEI
FATIGUE FRAC
HYDRAULIC FA
THRUST REVER
THRUST-UNABL
IMPROPER ALI
FAILURE OF T
SEPARATION I
FIRE IN ENGI
CORRUDED/CUF
CONGESTED TF

CAUSE/FACTOR TABLE

NTS TOTAL*	SYSTEMS (CONTINUED)	CAUSE/FACTOR TABLE								
		FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
		CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
1	SUBTOTAL			3	1	4		3	1	4
	AIRPORTS/AIRWAYS/FACILITIES									
	AIRPORT FACILITIES									
	AIRPORT CONDITIONS									
	WET RUNWAY	1	4	5	1	4	5			
	ICE/SLUSH ON RUNWAY	1	1	1	1	1	1			
	SOFT SHOULDERS									
	ICE/SLUSH ON RAMP/TAXIWAY	1	1	1	1	1	1			
2	AIRWAYS FACILITIES									
1	SUBTOTAL			3	5	8		3	5	8
	WEATHER									
	LOW CEILING	1	1	3	3	3	4	4	4	4
	RAIN	1	1	2	2	2	3	3	3	3
	FOG	1	1	2	2	2	3	3	3	3
	UNFAVORABLE WIND CONDITIONS									
	TURBULENCE IN FLIGHT CLEAR AIR	1	3	4	1	3	3	4	4	4
	TURBULENCE ASSOCIATED W/CLOUDS THUNDERSTORMS	3	1	4	3	1	3	4	4	4
	OBSTRUCTIONS TO VISION	6	6	6	6	6	6	6	6	6
	THUNDERSTORM ACTIVITY									
	SUBTOTAL	1	1	1	1	1	1	1	1	1
	TERRAIN									
	ROUGH/UNEVEN									
	OTHER									
	SUBTOTAL			2	2	2		2	2	2
	MISCELLANEOUS									
	BIRD COLLISION									
	EVASIVE MANEUVER TO AVOID COLLISION	1	1	1	1	1	1	1	1	1
	FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS									
	UNDETERMINED	1	1	1	1	1	1	1	1	1
	DIRECT ENTRIES									
	SUBTOTAL	1	1	3	1	4	4	1	5	5
10	GRAND TOTAL	5	3	8	114	28	142	119	31	150
	MISCELLANEOUS ACTS CONDITIONS									
	ALTIMETER SETTING-INCORRECT									
	CREW COORDINATION-Poor									
	DISREGARD OF GOOD OPERATING PRACTICE	2	1	3	2	1	2	1	1	3
2	IMPROPER EMERGENCY PROCEDURES	2	1	3	2	1	2	1	1	3
1	SEAT BELT NOT FASTENED	1	4	5	1	4	5	1	1	5
	DUMPED FUEL									
	POORLY PLANNED APPROACH	1	1	2	1	1	2	1	1	2
	LANDED ON FOAMED RUNWAY									
	ELECTRICAL FAILURE	3	2	3	3	3	3	3	3	3
	EXPLOSIVE DECOMPRESSION									
	FATIGUE FRACTURE	5	1	5	5	5	5	1	1	5
	HYDRAULIC FAILURE	1	1	1	1	1	1	1	1	1
	THRUST REVERSAL-UNWANTED	2	1	2	2	1	2	1	1	1
	THRUST-UNABLE TO REVERSE									
	IMPROPER ALIGNMENT/ADJUSTMENT									
	FAILURE OF TWO OR MORE ENGINES	1	1	2	1	1	1	1	1	2
	SEPARATION IN FLIGHT									
	FIRE IN ENGINE	1	2	3	1	2	3	1	2	3
	CORRODED/CORROSION	1	1	2	1	1	2	1	1	2
	CONGESTED TRAFFIC-PATTERN OR RAMP									

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS CONDITIONS (CONTINUED)

	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT SUFFERED HEART ATTACK	1		1			1	1		1
SUNGLARE				1		1	1		1
SIMULATED CONDITIONS				1		2	1		2
HYDROPLANING ON WET RUNWAY				1		2	1		2
SEAT BELT SIGN OFF				1		3	1		2
OVERLOAD FAILURE				1		5	6		6
MATERIAL FAILURE				6		6	6		6
IMPROPER CLEARANCE-TOLERANCE				1		1	1		1
PREVIOUS DAMAGE				1		2	1		2
ARCING				1		1	1		1
LOOSE PART/FITTING				1		1	1		1
BINDING						1			1
FRICITION EXCESSIVE				1		1	1		1
IMPROPERLY INSTALLED						1			1
JAMMED				1		1	1		1
OVERHEATED				1		1	1		1
EXCESSIVE TEMPERATURE				1		1	1		1
VIBRATION EXCESSIVE						1			1

DIRECT ENTRY CAUSES

MISC-AN UNANNOUNCED ABRUPT FLT MANEUVER
 PILOT-FAILED TO ASSURE RUNWAY WAS CLEAR FOR TAKEOFF
 FUSELAGE-STAIR DOOR HANDRAIL DRIVE TAPE FAILED.
 PILOT-INADEQUATE VISUAL CONTACT TO AVOID COLLISION
 PILOT-DESCENDED BELOW OBSTRUCTING TERRAIN.

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

ACCIDENTS, ACCIDENT RATES AND FATALITIES

U. S. CERTIFIED ROUTE AND SUPPLEMENTAL AIR CARRIERS
(ALL OPERATIONS)

1956 - 1966

Year	Accidents			Fatalities			Aircraft			Accident Rate Per		
	Total	Fatal	Passg.	Crew	Others	Total	Miles Flown	Aircraft Miles Flown	Total Accidents	1 Million Miles Flown	Fatal Accidents	
1956.....	103	9	156	18	0	174	993,055,000	993,055,000	.103	.009		
1957.....	112	13	73	20	5	98	1,089,727,000	1,089,727,000	.101	.011		
1958.....	91	14	128	29	3	160	1,084,652,000	1,084,652,000	.083	.012		
1959.....	101	18	271	61	8	340	1,155,520,000	1,155,520,000	.087	.015		
- 1960.....	90	17 ^{a/}	429	57	13	499	1,130,069,000	1,130,069,000	.078	.011		
- 1961.....	84	11	275	35	1	311	1,104,042,000	1,104,042,000	.076	.009		
1962.....	70	10	279	48	3	330	1,170,374,000	1,170,374,000	.059	.008		
1963.....	77	13	223	41	0	264	1,231,312,000 ^{b/}	1,231,312,000 ^{b/}	.063	.011		
1964.....	79	13	202	35	1	238	1,336,867,000 ^{b/}	1,336,867,000 ^{b/}	.058	.009		
1965.....	83	9	226	35	0	261	1,536,395,000	1,536,395,000	.054	.006		
1966.....	75	8	137	27	108	272	1,768,450,771	1,768,450,771	.042	.005		

^{a/} Includes 3 midair collisions nonfatal to Air Carrier occupants.^{b/} Non-revenue miles of the Supplemental Air Carriers are not reported.

ACCIDENTS, ACCIDENT RATES AND FATALITIES

U. S. CERTIFICATED ROUTE CARRIERS
 (ALL OPERATIONS)

1956 - 1966

<u>Year</u>	<u>Accidents</u>		<u>Fatalities</u>			<u>Aircraft</u>		<u>Accident Rate Per</u>		
	<u>Total</u>	<u>Fatal</u>	<u>Passg.</u>	<u>Crew</u>	<u>Others</u>	<u>Total</u>	<u>Miles Flown</u>	<u>Total</u>	<u>Accidents</u>	<u>Fatal</u>
1956.....	94	9	156	18	0	174	948,183,000	.099	.009	.009
1957.....	104	12	73	18	5	96	1,054,241,000	.097	.010	.010
1958.....	85	13	128	27	3	158	1,045,439,000	.081	.012	.012
1959.....	93	17	270	59	8	337	1,112,703,000	.083	.015	.015
1960.....	82	13 ^{a/}	336	46	11	393	1,077,745,000	.075	.009	.009
1961.....	78	8	124	24	1	149	1,056,059,000	.073	.007	.007
1962.....	63	9	279	45	3	327	1,117,104,000	.055	.007	.007
1963.....	66	10	222	37	0	259	1,180,620,000	.056	.008	.008
1964.....	70	12	200	33	1	234	1,286,029,000	.054	.009	.009
1965.....	73	8	226	30	0	256	1,473,744,000	.050	.005	.005
1966.....	69	6	59	20	107	186	1,683,546,983	.041	.004	.004

^{a/} Includes 2 midair collisions nonfatal to Air Carrier occupants.

ACCIDENTS, ACCIDENT RATES
CERTIFIED ROUTE AIR CARRIERS
ALL SCHEDULED SERVICE

1956 - 1966

Year	Accidents		Miles Flown		Hours Flown		Number of Departures		Per 1 Million Miles		Accident Rates	
	Total	Fatal							Total	Fatal	Total	Fatal
								Accidents	Accidents	Accidents	Accidents	
1956.....	70	7	869,315,000	4,031,000	3,502,790	.080	.008	1.736	.173	1.998	.199	
1957.....	73	7	976,168,000	4,443,500	3,768,861	.073	.006	1.620	.135	1.910	.159	
1958.....	67	8	972,988,000	4,338,900	3,633,348	.068	.008	1.344	.184	1.844	.220	
1959.....	78	14	1,030,252,000	4,503,000	3,912,178	.075	.013	1.732	.310	1.993	.357	
1960.....	72	12 ^{a/}	997,923,699	4,088,650	3,856,477	.071	.009	1.736	.220	1.841	.233	
1961.....	66	6	969,656,382	3,654,503	3,750,364	.068	.006	1.806	.164	1.760	.160	
1962.....	47	6	1,009,683,730	3,491,174	3,660,245	.046	.005	1.318	.143	1.257	.137	
1963.....	54	6	1,094,524,929	3,604,228	3,787,779	.049	.005	1.498	.166	1.426	.158	
1964.....	59	11	1,189,135,380	3,774,771	3,954,083	.049	.008	1.537	.265	1.467	.253	
1965.....	65	8	1,353,499,382	4,071,987	4,197,489	.048	.006	1.596	.196	1.549	.191	
1966.....	56	5	1,482,273,113	4,232,982	4,373,229	.038	.003	1.323	.118	1.281	.114	

ACCIDENTS, FATALITIES, FATALITY RATES
 U. S. CERTIFIED ROUTE AIR CARRIERS
 SCHEDULED DOMESTIC AND INTERNATIONAL PASSENGER SERVICE

1956 - 1966

Year	Accidents			Fatalities			Passenger		Fatality Rate Per 100 Million Passenger-Miles
	Total	Fatal	Passg.	Crew	Total	Carried	Passenger-Miles Flown		
1956.....	48	4	143	13	156	45,689,240	28,462,696,000	0.50	
1957.....	51	5	68	10	78	49,120,271	32,234,179,000	0.21	
1958.....	54	6	124	15	139	48,853,324	32,497,133,000	0.38	
1959.....	67	10	268	42	310	56,002,094	37,765,609,000	0.70	
1960.....	67	12	336	42	378	57,886,566	40,484,908,000	0.75	
1961.....	58	5	124	11	135	58,411,977	41,701,560,000	0.29	
1962.....	43	5	158	25	183	62,548,399	45,853,343,000	0.26	
1963.....	49	5	121	24	145	71,437,828	52,703,333,000	0.23	
1964.....	53	9	200	26	226	81,762,273	61,022,488,000	0.26	
1965.....	63	7	226	27	253	94,662,314	71,796,399,000	0.31	
1966.....	53	4	59	13	72	109,390,556	83,142,197,000	0.07	

Note: Excludes Alaskan Carriers prior to 1959.

a/ Includes 2 midair collisions nonfatal to Air Carrier occupants.

ACCIDENTS, FATALITIES, FATALITY RATES
 U. S. CERTIFIED ROUTE AIR CARRIERS
 SCHEDULED DOMESTIC PASSENGER SERVICE

ACCIDENTS, FATALITIES, FATALITY RATES
U. S. CERTIFIED ROUTE AIR CARRIERS
SCHEDULED DOMESTIC PASSENGER SERVICE

1956 - 1966

Year	Accidents			Fatalities			Passenger-Miles Flown	Passenger Rate Per 100 Million Passenger-Miles Flown
	Total	Fatal	Passg.	Crew	Total	Carried		
1956.....	47	4	143	13	156	41,738,569	23,155,153,000	0.61
1957.....	44	4	32	2	34	44,972,334	26,252,338,000	0.11
1958.....	42	4	114	15	129	44,580,984	26,266,401,000	0.43
1959.....	61	9	209	33	242	51,002,218	30,435,495,000	0.68
1960.....	62	10 ^{a/}	326	37	363	52,391,708	31,851,753,000	0.93
1961.....	56	5	124	11	135	52,712,556	32,547,998,000	0.38
1962.....	35	5	158	25	183	55,949,948	35,287,129,000	0.34
1963.....	39	4	48	16	64	63,924,577	40,263,416,000	0.12
1964.....	45	6	106	14	120	72,987,736	46,044,743,000	0.14
1965.....	55	6	205	18	223	84,466,884	54,254,616,000	0.38
1966.....	50	4	59	13	72	97,745,566	62,964,948,000	0.09

^{a/} Includes 2 midair collisions nonfatal to Air Carrier occupants.

Note: Excludes Alaskan Carriers prior to 1959.

ACCIDENTS, FATALITIES, FATALITY RATES
 U. S. CERTIFIED ROUTE AIR CARRIERS
SCHEDULED INTERNATIONAL PASSENGER SERVICE

1956 - 1966

Year	Accidents			Fatalities			Passenger Carried		Passenger-Miles Flown		Passenger Fatality Rate Per 100 Million Passenger- Miles Flown
	Total	Fatal	Passg.	Crew	Total	Passengers Carried	Passenger-Miles Flown				
1956.....	1	0	0	0	0	3,950,671	5,307,543,000	0	0	0	0.60
1957.....	7	1	36	8	44	4,147,937	5,981,841,000	0.16	0.12	0.12	0.16
1958.....	12	2	10	0	10	4,272,340	6,230,732,000	0.80	0.80	0.80	0.80
1959.....	6	1	59	9	68	4,999,876	7,330,114,000	0.11	0.11	0.11	0.11
1960.....	5	2	10	5	15	5,494,858	8,633,155,000	0	0	0	0
1961.....	2	0	0	0	0	5,699,421	9,153,562,000	0	0	0	0
1962.....	8	0	0	0	0	6,598,451	10,566,214,000	0	0	0	0
1963.....	10	1	73	8	81	7,513,251	12,439,917,000	0.59	0.59	0.59	0.59
1964.....	8	3	94	12	106	8,774,537	14,977,745,000	0.63	0.63	0.63	0.63
1965.....	8	1	21	9	30	10,195,430	17,541,783,000	0.12	0.12	0.12	0.12
1966.....	3	0	0	0	0	11,644,990	20,177,249,000	0	0	0	0

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Note: Excludes Alaskan Carriers prior to 1959.

ACCIDENTS, ACCIDENT RATES AND FATALITIES

U. S. SUPPLEMENTAL AIR CARRIERS

ACCIDENTS, ACCIDENT RATES AND FATALITIESU. S. SUPPLEMENTAL AIR CARRIERS
(ALL OPERATIONS)

1956 - 1966

Year	Accidents		Fatalities			Aircraft Miles Flown		Accident Rate Per 1 Million Miles Flown	
	Total	Fatal	Passge.	Crew	Others	Total	Miles Flown	Total Accidents	Fatal Accidents
1956.....	9	0	0	0	0	0	44,822,000	.201	0
1957.....	8	1	0	2	0	2	35,486,000	.225	.028
1958.....	6	1	0	2	0	2	39,213,000	.153	.025
1959.....	8	1	1	2	0	3	42,817,000	.186	.023
1960.....	8	4	93	11	2	106	52,324,000	.152	.057
- 1961.....	6	3	151	11	0	162	47,983,000	.125	.062
23 - 1962.....	7	1	0	3	0	3	53,270,000	.131	.019
1963.....	11	3	1	4	0	5	50,692,000 b/	.217	.059
1964.....	9	1	2	2	0	4	50,838,000 b/	.177	.020
1965.....	10	1	0	5	0	5	62,651,000	.160	.016
1966.....	6	2	78	7	1	86	84,910,596	.071	.024

a/ Includes 1 midair collision nonfatal to Air Carrier occupants.

b/ Nonrevenue miles not reported.

ACCIDENTS, FATALITIES, FATALITY RATES
 U. S. SUPPLEMENTAL AIR CARRIERS
 PASSENGER OPERATIONS (CIVIL AND MILITARY)

1956 - 1966

Year	<u>Total</u>	<u>Fatal</u>	<u>Fatalities</u>			<u>Passenger-Miles Flown</u>	<u>Passenger- Miles Flown</u>	Passenger Fatality Rate Per 100 Million Passenger- Miles Flown
			<u>Passg.</u>	<u>Crew</u>	<u>Total</u>			
1956.....	0	0	0	0	0	663,603	1,003,261,000	0
1957.....	2	0	0	0	0	535,248	767,287,000	0
1958.....	2	0	0	0	0	676,072	1,152,988,000	0
1959.....	5	1	1	2	3	895,518	1,629,556,000	0.06
1960.....	3	2	93	9	102	1,057,933	2,207,595,000	4.21
1961.....	2	2	151	9	160	978,171	1,543,027,000	9.79
1962.....	1	0	0	0	0	823,383	1,789 154,000	0
1963.....	2	0	0	0	0	NA	1,533,810,000	0
1964.....	0	0	0	0	0	674,489	1,502,018,000	0
1965.....	0	0	0	0	0	1,060,206	2,489,173,000	0
1966.....	1	1	78	5	83	1,597,911	4,125,445,000	1.89

TYPE OF ACCIDENT vs PHASE

TYPE OF ACCIDENT	STATIC			TAXI			TAKEOFF																			
	Starting engine(s)	Idling engine(s)	Engine runup	Parked - engine(s) not operating	Other	To takeoff	From landing	Ground taxi to takeoff *	Ground taxi from landing *	Aerial taxi other *	Aerial taxi to takeoff *	Aerial taxi from landing *	Other	Run	Initial climb	Vertical *	Running *	Aborted vertical	Aborted takeoff *	Aborted - takeoff *	Other	Climb to cruise	Normal cruise	Descending	Holding (if applicable)	Hovering *
Ground - waterloop, swerve						1								2												
Dragged wingtip, pod or float																										
Wheels-up landing																										
Wheels-down landing in water																										
Gear collapsed	1	1	1																							
Gear retracted				1																						
Hard landing																										
Nose over/down																										
Roll over																										
Overshoot																										
Undershoot																										
Collision With Aircraft																										
Both in flight																										
One airborne																										
Both on ground																										
Collision With Ground/Water																										
Controlled																										
Uncontrolled																										
Collision With																										
Wires/poles																										
Trees																										
Residence(s)																										
Other buildings																										
Fence, fenceposts																										
Electronic towers																										
Runway or approach lights																										
Airport hazard																										
Animals																										
Crop																										
Flagman/loader																										
Bitches																										
Snowbank																										
Parked aircraft	1																									
Automobile																										
Dirt bank																										
Other																										
Bird strike																										
Stall																										
Spin																										
Spiral																										
Mush																										
Fire or Explosion																										
In flight																										
On ground																										
Airframe Failure																										
In flight																										2
On ground																										
Engine tearaway																										
Engine failure or malfunction																		2								
Propeller/Rotor Failure																										
Propeller																										
Tail rotor																										
Main rotor																										
Propeller/Rotor accident to person																										
Jet intake/exhaust accident to person																										
Propeller/Jet/Rotor Blast																										
Turbulence																										
Hail damage to aircraft																										
Lightning strike																										
Evasive maneuver																										
Uncontrolled altitude deviations																										
Ditching																										
Missing aircraft, not recovered																										
Other	1																									
Undetermined																										
TOTAL	1	1	2	2	3		1								5	3	1					3	16	6		

* Rotorcraft only

† Unattended, engines not running

F ACCIDENT vs PHASE OF OPERATION

Session II

BRIEFS OF ACCIDENTS

NATIONAL TRANSPORTATION SAFETY BOARD

DEPARTMENT OF TRANSPORTATION

WASHINGTON D.C. 20591

BRIEFS OF ACCIDENTS

U. S. AIR CARRIERS

ALL OPERATIONS

+

1966

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0001	4/22/66	ARDMORE, OKLA TIME - 2030	LOCKHEED L-108C N-183H DAMAGE - DESTROYED	CR- 5 0 PK- 78 15 0	MIL/CIR PASS-D	AIRLINE TRANSPORT • AGE 59, 16247 TOTAL HOURS, 1247 IN TYPE.
OPERATOR - AMERICAN FLYERS AIRLINES CORP. TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED						
PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING						
PROBABLE CAUSE PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - PILOT SUFFERED HEART ATTACK FACTOR WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT FIRE AFTER IMPACT REMARKS - MILITARY WX BRIEFED.ACFT STRUCK HILL ON VISUAL,CIRCLING APPROACH UNDER INSTRUMENT FLIGHT CONDITION						
1-0002	1/12/66	NR. DENVER COLO TIME - 0030	BOEING B-720B N-57204 DAMAGE - NONE	CR- 0 1 5 PK- 0 0 0	TRAINING	ATR, FLIGHT INSTR., AGE 30, 8000 TOTAL HOURS, 1200 IN TYPE.
OPERATOR - CONTINENTAL AIR LINES, INC. TYPE OF ACCIDENT MISCELLANEOUS						
PHASE OF OPERATION INFLIGHT NORMAL CRUISE						
PROBABLE CAUSE MISC-AN UNANNOUNCED ABRUPT FLT MANEUVER REMARKS - STAB.TRM MANEUVER EXECUTED-TRAIINEE FELL IN CABIN						

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES F. S M/N	FLIGHT PURPOSE	PILOT DATA
					PHASE OF OPERATION	
1-0003	1/23/66	JAMAICA NY TIME - 1941	BOEING 707 227 N-2072 DAMAGE - SUBSTANTIAL	CR- 0 0 7 PX- 0 0 129	PASG S-D	AIRLINE TRANSPORT, AGE 56, 24582 TOTAL HOURS, 824 IN TYPE.
		OPERATOR - EASTERN AIR LINES, INC.	HARD LANDING GEAR COLLAPSED		LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL	
		PROBABLE CAUSE	Pilot in command - Improper level off			
		FACTOR	WEATHER - Unfavorable wind conditions			
		WEATHER BRIEFING - COMPANY DISPATCH				
		WEATHER FORECAST - Forecast substantially correct				
1-0004	2/8/66	DILLINGHAM ALASKA TIME - 0845	CESSNA 180 N-9282T DAMAGE - SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1 OT- 0 0 1	PASG S-D	COMMERCIAL, AGE 53, 14766 TOTAL HOURS, 14527 IN TYPE.
		OPERATOR - WESTERN ALASKA AIRLINES, INC.	COLLIDED WITH AIRPORT HAZARD		PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
		PROBABLE CAUSE	Pilot-failed to assure runway was clear for takeoff			
		FACTOR	MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE			
		REMARKS - AIRCRAFT HIT SNOWBLOWER				
1-0005	2/10/66	GR. PITSBRG APT PA TIME - 1005	FARNSCHILD F-27J N-2709J DAMAGE - SUBSTANTIAL	CR- 0 0 4 PX- 0 0 11	PASG S-D	AIRLINE TRANSPORT, AGE 49, 11500 TOTAL HOURS, 14 IN TYPE.
		OPERATOR - ALLEGHENY AIRLINES, INC.	TYPE OF ACCIDENT GEAR RETRACTED		PHASE OF OPERATION LANDING ROLL	
		PROBABLE CAUSE	Maintenance, servicing, inspection - inadequate maintenance and inspection			
		LANDING GEAR	NORMAL RETRACTION/EXTENSION ASSEMBLY			
		FACTOR	LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY			
		MISCELLANEOUS ACTS, CONDITIONS	- IMPROPER ALIGNMENT/ADJUSTMENT			
		EMERGENCY CIRCUMSTANCES	- PRECAUTIONARY LANDING ON AIRPORT			
		REMARKS - KICKER ARM ASSY, PN 42083-11, MISALIGNED WITH CENTERING SLOT ON SLIDE SHAFT, PN 27-423006-3.	SUSPECTED MECHANICAL DISCREPANCY			

SERIES DE ACCIDENTES

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA	
						PHASE OF OPERATION	
1-0009	1/30/66	LAS VEGAS NEV	BOEING-707 123 N-7520A	CR- 0 0 7 PX- 0 1 67	PASSG S-D	AGE UNKNOWN.	UNKNOWN TOTAL HOURS. UNKNOWN IN TYPE.
	TIME - 1408		DAMAGE -NONE				
	OPERATOR - AMERICAN AIRLINES, INC.						
	TYPE OF ACCIDENT	TURBULENCE				INFILIGHT DESCENDING	
	PROBABLE CAUSE	TURBULENCE IN FLIGHT,CLEAR AIR					
	FACTOR	WEATHER -					
	WEATHER PERSONNEL -	INCORRECT WEATHER FORECAST					
	WEATHER BRIEFING -	UNKNOWN					
	WEATHER FORECAST -	WEATHER CONSIDERABLY WORSE THAN FORECAST					
1-0010	2/17/66	HOMER ALAS	CURTISS-WRTC-46 N-1012	CR- 0 0 2 PX- 0 0	CARGO NS-D	AIRLINE TRANSPORT. AGE 37, 8763 TOTAL HOURS. 2055 IN TYPE.	
	TIME - 1752		DAMAGE -SUBSTANTIAL				
	OPERATOR - REEVE ALEUTIAN AIRWAYS, INC.						
	TYPE OF ACCIDENT	GROUND-WATER LOOP-SWERVE				PHASE OF OPERATION	
		COLLIDED WITH DITCHES				TAXI FROM LANDING	
	PROBABLE CAUSE	AIRPORT CONDITIONS - ICE/SLUSH ON RAMP/TAXIWAY				TAXI FROM LANDING	
	REMARKS -	LOSS OF DIRECTIONAL CONTROL WHILE TAXIING DUE GLARE ICE ON TAXIWAY.					
1-0011	3/3/66	BIRMINGHAM ALA	DOUGLAS DC-6 N-1004H	CR- 0 0 5 PX- 0 0 37	PASSG S-D	AIRLINE TRANSPORT. AGE 45, 14570 TOTAL HOURS. 5600 IN	
	TIME - 1913		DAMAGE -SUBSTANTIAL			TYPE.	
	OPERATOR - DELTA AIR LINES, INC.						
	TYPE OF ACCIDENT	GROUND-WATER LOOP-SWERVE				PHASE OF OPERATION	
		GEAR COLLAPSED				LANDING ROLL	
	PROBABLE CAUSE	PILOT IN COMMAND -				LANDING ROLL	
	FACTOR	PILOT IN COMMAND -				LANDING ROLL	
	WEATHER -	UNFAVORABLE WIND CONDITIONS					
	MISCELLANEOUS ACTS,CONDITIONS -	OVERTURN FAILURE					
	WEATHER BRIEFING -	COMPANY DISPATCH					
	WEATHER FORECAST -	FORECAST SUBSTANTIALLY CORRECT					

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT PURPOSE	PILOT DATA
1-0012	3/4/66	CHICAGO ILL TIME - 1220	DOUGLAS DC-9 N-3307L DAMAGE -NONE	CR- 0 0 4 PX- 0 1 62	PASSG S-D	AIRLINE TRANSPORT, AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.
		OPERATOR - DELTA AIR LINES, INC. TYPE OF ACCIDENT MISCELLANEOUS			PHASE OF OPERATION STATIC PARKED-ENGINES NOT OPERATING	
		PROBABLE CAUSE FUSELAGE-STAIR DOOR HANDRAIL DRIVE TAPE FAILED. MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE. REMARKS - DEPLANE PAX FELL WHEN STAIR HANDRAIL TELESCOPED				
1-0013	3/21/66	NORFOLK VA TIME - 1525	CANADAIR CL-44D N-453T DAMAGE -DESTROYED	CR- 0 0 6 PX- 0 0 0	CARGO S-D	ATR, FLIGHT INSTR., AGE UNKNOWN, 8667 TOTAL HOURS, 172 IN TYPE.
		OPERATOR - FLYING TIGER LINES, INC. TYPE OF ACCIDENT HARD LANDING NOSE OVER/DOWN			PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL	
		PROBABLE CAUSE COPilot - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FIRE AFTER IMPACT				
1-0014	3/24/66	ALAMEDA CALIF TIME - 1527	CANADAIR CL-44 N-449T DAMAGE -SUBSTANTIAL	CR- 0 0 3 PX- 0 0 0	CARGO S-D	AIRLINE TRANSPORT, AGE 40, 9344 TOTAL HOURS, 1960 IN TYPE.
		OPERATOR - FLYING TIGER LINES, INC. TYPE OF ACCIDENT HARD LANDING			PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN	
		PROBABLE CAUSE COPilot - IMPROPER LEVEL OFF PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT REMARKS - PILOT IN COMMAND ASSUMED CONTROL TOO LATE TO PREVENT A HARD TOUCHDOWN.				
1-0015	10/1/66	NR. PORTLAND, OREG TIME - 1104	DOUGLAS DC-9 N-9101 DAMAGE -DESTROYED	CR- 5 0 0 PX- 13 0 0	PASSG S-D	AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.
		OPERATOR - WEST COAST AIRLINES, INC. TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED			PHASE OF OPERATION INFLIGHT DESCENDING	
		MISSING AIRCRAFT-LATER RECOVERED REMARKS - UNDER INVESTIGATION.PRELIMINARY DATA.RECOVERY DATE 10-2-66.				

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT PURPOSE	PILOT DATA
			F S M/N	F M/N		
1-0016	9/12/66 TIME - 2203	TOKYO, JAPAN	DOUGLAS DC-7C N-2282	CR- 0 PX- 0	1 3 0 0	UNKNOWN CARGO.I UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.
OPERATOR - AIRLIFT INTERNATIONAL, INC.		DAMAGE - DESTROYED				
TYPE OF ACCIDENT						
COLLIDED WITH FENCE, FENCEPOSTS						
GEAR COLLAPSED						
PHASE OF OPERATION						
TAKEOFF						
ABORTED						
TAKEOFF						
ABORTED						
FIRE AFTER IMPACT						
SOCIAL SECURITY NUMBER						
DISABILITY NUMBER						
DISABILITY DATE						

ארכיאולוגיה - סטטיסטיקה ומדידת מידה

PROBABLE CAUSE - LANDING GEAR - MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC.
MISCELLANEOUS ACTS, CONDITIONS - MISCELLANEOUS ACTS, CONDITIONS - FATIGUE, FRACURE
DEFORMATION, EXPANSION, CONTRACTION, ETC. - DEFORMATION, EXPANSION, CONTRACTION, ETC. -
CHURCH, CEREMONIAL SERVICES TO THE COORDINATE BREWMAN

TYPE OF ACCIDENT		PHASE OF OPERATION		AIRCRAFT TRANSPORT, AGE 43, 18316 TOTAL HOURS, 173 IN TYPE.	
1-0018	2/27/66 NEW ORLEANS LA TIME - 2113	DOUGLAS DC-8 N-814PA	CR- PX-	0 0 7 0 0 90	PASSG S-D
		DAMAGE - SUBSTANTIAL			
OPERATOR - DELTA AIR LINES, INC.					
OVER SHOT CLOUDS					

PROBABLE CAUSE		
COPILOT -	MISJUDGED SPEED	
COPILOT -	IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS	
COPILOT IN COMMAND -	INADEQUATE SUPERVISION OF FLIGHT	
FACTOR		
AIRPORT CONDITIONS -	WET RUNWAY	
REMARKS -	FIRST OFFICER WAS FLYING ACFT FROM RIGHT SEAT POSITION	

1-0019 3/1/66 JAMAICA NY VERTOL 107-11 CR- 0 0 3 PASSG S-D AIRLINE TRANSPORT, AGE 42.
 TIME - 2046 N-10TPA PX- 0 0 6 7258 TOTAL HOURS, 1900 IN TYPE.
 OPERATOR - NEW YORK AIRWAYS, INC. DAMAGE - SUBSTANTIAL OT- 0 0 1
 TYPE OF ACCIDENT MISCELLANEOUS
 PHASE OF OPERATION STATIC STARTING ENGINE/S

PROBABLE CAUSE WEATHER - UNFAVORABLE WIND CONDITIONS
WEATHER BRIEFING - COMPANY DISPATCH
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT
REMARKS- AFT ROTOR BLADE STRUCK FUSELAGE DURING STARTING

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT PURPOSE	PILOT DATA
1-0020	3/24/66	COLORADO SPRINGS, COLOR.	VISCOUNT V-812 N-251V	CR- 0 0 4 PX- 0 0 9	PASSENGER S-D	AIRLINE TRANSPORT, AGE 35, 7867 TOTAL HOURS, 2549 IN TYPE.
			DAMAGE - SUBSTANTIAL			
			OPERATOR - CONTINENTAL AIR LINES, INC.			
			TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED		PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN	
			PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF			
			FACTOR MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE			
1-0021	4/27/66	ST. LOUIS, MO	CURTISS-WRIGHT C-46F N-617Z	CR- 0 0 2 PX- 0 0 0	CARGO NS-D	AIRLINE TRANSPORT, AGE 40, 3956 TOTAL HOURS, 1991 IN TYPE.
			DAMAGE - SUBSTANTIAL			
			OPERATOR - ZANTOP AIR TRANSPORT		PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL	
			TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT			
			PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED AND ALTITUDE			
			FACTOR PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND			
			AIRPORT CONDITIONS - WET RUNWAY			
			MISCELLANEOUS ACTS, CONDITIONS - HYDROPLANING ON WET RUNWAY			
			REMARKS - N617Z ROLLED PAST END OF RUNWAY 24, STRUCK LOCALIZER ANTENNAS AND RUNWAY & APPROACH LIGHT BARS.			
1-0022	4/29/66	LOS ANGELES, CALIF.	SIKORSKY S-61L N-300Y	CR- 0 0 2 PX- 0 0 0	TRAINING	AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.
			DAMAGE - SUBSTANTIAL			
			OPERATOR - LOS ANGELES AIRWAYS, INC.		PHASE OF OPERATION LANDING POWER-ON LANDING	
			TYPE OF ACCIDENT HARD LANDING			
			PROBABLE CAUSE COPILOT - IMPROPER LEVEL OFF			
			FACTOR PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT			
			MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS			
			REMARKS - SIMULATED SINGLE ENGINE LANDING ON SATELLITE 7 HELIPAD.			

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT F S M/N	PURPOSE	PILOT DATA
1-0023	6/6/66	SAN FRANCISCO CAL TIME - 1355	SIKORSKY S-61N N-46066 DAMAGE - SUBSTANTIAL OT- 0 0 2	CR- 0 0 3 PX- 0 0 5	PASSENGER S-D	AIRLINE TRANSPORT, AGE 28. 2070 TOTAL HOURS, 1255 IN TYPE.	
		OPERATOR - SAN FRANCISCO AND OAKLAND HELICOPTER AIRLINES TYPE OF ACCIDENT COLLIDED WITH BUILDING/S				PHASE OF OPERATION TAXI GROUND TAXI	
		PROBABLE CAUSE COPilot - MISJUDGED CLEARANCE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT REMARKS- STRUCK TWA JETWAY GATE. DEBRIS DAMAGED 2 TWA BOEING 707S, 1 SFO SIKORSKY S-61.					
1-0024	6/27/66	NR.HOT SPRING ARK TIME - 1016	CONVAIR 600 N-74556 DAMAGE - NONE	CR- 0 1 2 PX- 0 0 14	PASSENGER S-D	AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.	
		OPERATOR - CENTRAL AIRLINES, INC. TYPE OF ACCIDENT EVASIVE MANEUVER				PHASE OF OPERATION INFLIGHT DESCENDING	
		PROBABLE CAUSE MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR WEATHER - OBSTRUCTIONS TO VISION MISCELLANEOUS-PERSONNEL - PILOT OF OTHER AIRCRAFT WEATHER BRIEFING - UNKNOWN WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- SHARP PULL-UP TO AVOID UNIDENTIFIED LIGHT AIRCRAFT OBSERVED ON COLLISION COURSE. SKY CONDITION HAZY					
1-0025	8/4/66	NR.LOS MOCHIS MEX TIME - 1410	BOEING 720B N-3156 DAMAGE - NONE	CR- 0 0 7 PX- 0 1 90	PASSENGER S-I	AIRLINE TRANSPORT, AGE 56, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.	
		OPERATOR - WESTERN AIR LINES, INC. TYPE OF ACCIDENT TURBULENCE				PHASE OF OPERATION INFLIGHT NORMAL CRUISE	
		REMARKS- INVESTIGATION UNDER THE JURISDICTION OF THE GOVT OF MEXICO.					
1-0026	8/9/66	NR.HARRISBURG PA TIME - 1505	BOEING 707123 N-7504 DAMAGE - NONE	CR- 0 0 8 PX- 0 1131	PASSENGER S-D	AIRLINE TRANSPORT, AGE 53, UNKNOWN TOTAL HOURS, 4900 IN TYPE.	
		OPERATOR - AMERICAN AIRLINES, INC. TYPE OF ACCIDENT TURBULENCE				PHASE OF OPERATION INFLIGHT DESCENDING	
		PROBABLE CAUSE MISCELLANEOUS-PERSONNEL - PASSENGER FACTOR WEATHER - TURBULENCE IN FLIGHT, CLEAR AIR MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- SEAT BELT SIGN WAS ON AND CREW HAD ISSUED WARNINGS. PASSENGER WAS STANDING IN AISLE.					

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0027	9/9/66 NR-HONOLULU HAWAII TIME - 1500	BOEING 707321 N-401PA	CR- 0 0 10 PX- 0 1138	MIL/CTR PASSG. I	AIRLINE TRANSPORT, AGE 52, 19740 TOTAL HOURS, 1432 IN TYPE.	
		DAMAGE -NONE				
		OPERATOR - PAN AMERICAN WORLD AIRWAYS, INC.				
		TYPE OF ACCIDENT TURBULENCE				
		PROBABLE CAUSE WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS FACTOR				
		MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN OFF WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- THUNDERSTORM BUILD-UP WAS NOT OBSERVED ON ACFT RADAR				
1-0028	9/15/66 MONTEZUMA NY TIME - 2035	LOCKHEED 188 N-6111A	CR- 0 0 5 PX- 0 0 6	PASSG S-D	AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.	
		DAMAGE -SUBSTANTIAL				
		OPERATOR - AMERICAN AIRLINES, INC.				
		TYPE OF ACCIDENT BIRD STRIKE				
		PROBABLE CAUSE MISCELLANEOUS - BIRD COLLISION REMARKS- RIGHT HORIZONTAL STABILIZER STRUCK BY MALLARD DRAKES.				
1-0029	9/22/66 NR-MACON GA TIME - 0700	DOUGLAS DC-8 N-820E	CR- 0 0 7 PX- 0 1 30	PASSG S-D	AIRLINE TRANSPORT, AGE 54, 26895 TOTAL HOURS, 2475 IN TYPE.	
		DAMAGE -NONE				
		OPERATOR - DELTA AIR LINES, INC.				
		TYPE OF ACCIDENT TURBULENCE				
		PROBABLE CAUSE WEATHER - TURBULENCE IN FLIGHT,CLEAR AIR PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR				
		MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN OFF MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS- PLT WAS BRIEFED TO EXPECT CLR AIR TURB IN AREA WHERE FLT ENCOUNTERED IT. INADEQUATE WARNING TO PAX				

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT F S M/N	PURPOSE	PILOT DATA
1-0030	9/23/66	NR. RAPID CITY S DAK	DOUGLAS DC-3 N-4996E	CR- 0 1 2 PX- 0 0 7	PASSG S-D	AIRLINE TRANSPORT, AGE 39, 7718 TOTAL HOURS, 2438 IN TYPE.	
		TIME - 2:320	DAMAGE -NONE				

OPERATOR - FRONTIER AIRLINES, INC.
TYPE OF ACCIDENT
TURBULENCE

PROBABLE CAUSE
WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS
FACTORS
MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED
WEATHER BRIEFING - COMPANY DISPATCH
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT
REMARKS- STEWARDESS WAS ASSISTING PASSENGERS, FLT WAS OPERATING VFR IN THE VICINITY OF THUNDERSTORMS.

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT F S M/N	PURPOSE	PILOT DATA
1-0031	9/28/66	RICHMOND VA	CONVAIR 440 N-9313	CR- 0 0 4 PX- 0 0 29	PASSG S-D	AIRLINE TRANSPORT, AGE 37, 8850 TOTAL HOURS, 762 IN TYPE.	
		TIME - 1822	DAMAGE - SUBSTANTIAL				

OPERATOR - EASTERN AIR LINES, INC.
TYPE OF ACCIDENT
COLLIDED WITH TREES

PROBABLE CAUSE
COPilot - IMPROPER IFR OPERATION
FACTOR
WEATHER - LOW CEILING
WEATHER - FOG
WEATHER BRIEFING - COMPANY DISPATCH
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT
REMARKS- TREES STRUCK ARE AT RKNW ELEV + ABOUT 65 FT AND 3300 FT BYND END OF RKNW. PLT CONTINUED FLT TO DEST

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT F S M/N	PURPOSE	PILOT DATA
1-0032	9/30/66	INDIANAPOLIS IND	LOCKHEED L-188 N-120	CR- 0 1 4 PX- 0 0 70	PASSG S-D	AIRLINE TRANSPORT, AGE 38, 11969 TOTAL HOURS, 286 IN TYPE.	
		TIME - 1823	DAMAGE - NONE				

OPERATOR - AMERICAN AIRLINES, INC.
TYPE OF ACCIDENT
TURBULENCE

PROBABLE CAUSE
WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS
FACTORS
MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED
WEATHER BRIEFING - COMPANY DISPATCH
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT
REMARKS- STEWARDESS SERVING IN FLIGHT MEAL BROKE ANKLE DUE TURBULENCE.

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DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT F S M/N	PURPOSE	PILOT DATA
1-0033	9/30/66	NR. KINGSTON JAMAICA	BOEING 720B	CR- 0 0 8	PASSG S-I	AIRLINE TRANSPORT, AGE 50,	

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT PURPOSE	PILOT DATA
			F S M/N			
1-0033	9/30/66	NR. KINGSTON JAMAICA	BOEING 720B N-783PA	CR- 0 0 8 PX- 0 1102	PASSG S-I	AIRLINE TRANSPORT, AGE 50, 1755 TOTAL HOURS, UNKNOWN IN TYPE.
	TIME - 1907	DAMAGE - NONE				
	OPERATOR - PAN AMERICAN WORLD AIRWAYS, INC.	TYPE OF ACCIDENT				
	TURBULENCE	TURBULENCE				
		REMARKS- INVESTIGATION UNDER JURISDICTION OF THE GOVERNMENT OF JAMAICA.				
1-0034	10/28/66	KOTZEBUE ALAS	PILATUS PC6BH2 N-2854T	CR- 0 0 1 PX- 0 0 3	PASSG S-D	COMMERCIAL, AGE 46, 6827 TOTAL HOURS, 574 IN TYPE.
	TIME - 0815	DAMAGE - SUBSTANTIAL				
	OPERATOR - WIEN ALASKA AIRLINES, INC.	TYPE OF ACCIDENT				
	COLLIDED WITH PARKED AIRCRAFT	COLLIDED WITH PARKED AIRCRAFT				
		PROBABLE CAUSE				
		Pilot in command - TAXIED/PARKED WITHOUT PROPER ASSISTANCE				
		MISCELLANEOUS ACTS, CONDITIONS - THRUST REVERSAL-UNWANTED				
		FACTOR				
		Pilot in command - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES, ETC				
		MISCELLANEOUS ACTS, CONDITIONS - CONGESTED TRAFFIC-PATTERN OR RAMP				
		REMARKS- PARKED N2851T SUBS.DAMAGE,PLT USED PROP REV TAXI CLEAR OTHER ACFT.N54T MOVED FORWARD STRUCK N51T.				
1-0035	11/14/66	CHICAGO ILL	FAIRCHILD F-27 N-4300F	CR- 0 0 3 PX- 0 0 40	PASSG S-D	AIRLINE TRANSPORT, AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.
	TIME - 0933	DAMAGE - SUBSTANTIAL				
	OPERATOR - OZARK AIR LINES, INC.	TYPE OF ACCIDENT				
	GEAR RETRACTED	GEAR RETRACTED				
		PROBABLE CAUSE				
		LANDING GEAR - NOSEWHEEL ASSEMBLIES				
		ELECTRICAL SYSTEM - SWITCHES				
		MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION				
		MISCELLANEOUS ACTS,CONDITIONS - ARINC				
		Maintenance, Servicing, Inspection - IMPROPER MAINTENANCE				
		FACTOR				
		MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE				
		REMARKS - NOSE WHEEL CENTERING SWITCH CANNON PLUG CORRODED. PREVIOUS REPAIR 6 DAYS PRIOR WAS INADEQUATE.				
1-0036	5/12/66	FT WORTH TEX	CONVAIR CV-240 N-94208	CR- 0 0 3 PX- 0 0 5	PASSG S-D	AIRLINE TRANSPORT, AGE UNKNOWN, 12829 TOTAL HOURS, 201 IN TYPE.
	TIME - 1920	DAMAGE - SUBSTANTIAL				
	OPERATOR - TRANS-TEXAS AIRWAYS, INC.	TYPE OF ACCIDENT				
	PROPELLER/ROTOR FAILURE PROPELLER	PROPELLER/ROTOR FAILURE PROPELLER				
		PROBABLE CAUSE				
		POWERPLANT - PROPELLER AND ACCESSORIES - BLADES				
		MISCELLANEOUS ACTS, CONDITIONS - FATIGUE/FRACTURE				
		REMARKS - RIGHT ENGINE NO. 3 PROPELLER BLADE FAILED.				

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0037	5/15/66	NR. O'Neill NEBR TIME - 0300	DOUGLAS DC-8 N-8015U DAMAGE -NONE	CR- 0 0 7 PX- 0 2 31	PASG S-D	AIRLINE TRANSPORT, AGE 46, 13100 TOTAL HOURS, 1090 IN TYPE.
		OPERATOR - UNITED AIR LINES, INC.			PHASE OF OPERATION INFLIGHT NORMAL CRUISE	
		TYPE OF ACCIDENT TURBULENCE				
		PROBABLE CAUSE WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN OFF WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST REMARKS - FLT OPERATED IN AREA OF SQUALL LINE. CREW MADE ALT AND COURSE CHANGES TO AVOID. DID NOT ALERT PAX.				
1-0038	5/18/66	DENVER COLO TIME - 1740	DOUGLAS DC-7 N-6339C DAMAGE -SUBSTANTIAL	CR- 0 0 4 PX- 0 0 0	TRAINING	ATR FLIGHT INSTR., AGE 32, 5002 TOTAL HOURS, 50 IN TYPE.
		OPERATOR - UNITED AIR LINES, INC.			PHASE OF OPERATION LANDING ROLL LANDING ROLL	
		TYPE OF ACCIDENT GEAR COLLAPSED NOSE OVERDOWN				
		PROBABLE CAUSE LANDING GEAR - NOSEHEEL ASSEMBLIES LANDING GEAR - WHEELS, TIRES, AXLES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE REMARKS - NOSE WHEEL TIRE RECAP SEPARATED, STRUCK AND DISCONNECTED NOSE GEAR TORQUE LINK PINS.				
1-0039	6/17/66	CHICAGO ILL TIME - 0006	CONVAIR CV-440 N-2044 DAMAGE -SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	TRAINING	AGE UNKNOWN, 14078 TOTAL HOURS, 762 IN TYPE.
		OPERATOR - NORTH CENTRAL AIRLINES, INC.			PHASE OF OPERATION INFLIGHT CLIMB TO CRUISE INFLIGHT CLIMB TO CRUISE	
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION FIRE OR EXPLOSION IN FLIGHT				
		PROBABLE CAUSE POWERPLANT - ENGINE STRUCTURE - CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MAINTENANCE, SERVICING, INSPECTION - IMPROPER MAINTENANCE FACTOR MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS - NO. 6 CYL ON ND. 1 ENG FAILED AT MTG FLANGE DUE IMPROPER TORQUING AND SEVERED PROP FEATHERING LINE.				

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0040	6/18/66	MELBOURNE FLA TIME - 1500	BOEING B-727 N-3136N DAMAGE - NONE	CR- 0 1 5 PX- 0 0 82	PASSENGER S-D	AIRLINE TRANSPORT, AGE 46, 7092 TOTAL HOURS, 965 IN TYPE.
		OPERATOR - EASTERN AIR LINES, INC. TYPE OF ACCIDENT TURBULENCE			PHASE OF OPERATION INFLIGHT NORMAL CRUISE	
		PROBABLE CAUSE WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR MISCELLANEOUS-PERSONNEL - PASSENGER MISCELLANEOUS ACTS/CONDITIONS - SEAT BELT NOT FASTENED REMARKS - PILOT INADVERTENTLY ENTERED TOP OF RAPIDLY BUILDING CUMULUS CLOUD.FASTEN SEAT BELT SIGN WAS ON.				
1-0041	6/26/66	HASTINGS NEB TIME - 0935	DOUGLAS DC-3 N-75028 DAMAGE - SUBSTANTIAL	CR- 0 0 3 PX- 0 0 1	PASSENGER S-D	AIRLINE TRANSPORT, AGE 34, 8991 TOTAL HOURS, 3711 IN TYPE.
		OPERATOR - FRONTIER AIRLINES, INC. TYPE OF ACCIDENT GROUND-WATER LOOP-SHERVE			PHASE OF OPERATION LANDING ROLL	
		PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS - 15 KNOT CROSSWIND GUSTING TO 20 KNOTS.				
1-0042	7/9/66	ROANOKE VA TIME - 0954	MARTIN M-406 N-40446 DAMAGE - SUBSTANTIAL	CR- 0 0 4 PX- 0 1 37	PASSENGER S-D	ATR FLIGHT INSTR., AGE 42, 17500 TOTAL HOURS, 1853 IN TYPE.
		OPERATOR - PIEDMONT AVIATION, INC. TYPE OF ACCIDENT GEAR COLLAPSED			PHASE OF OPERATION STATIC PARKED-ENGINES NOT OPERATING	
		PROBABLE CAUSE MAINTENANCE-SERVICING, INSPECTION - IMPROPER MAINTENANCE HYDRAULIC SYSTEM - RESERVOIR,LINES,FITTINGS LANDING GEAR - SWITCHES,LEVERS,CRANKING MECHANISM,ETC. MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE REMARKS - LDG GR PINS NOT IN.ON HYD TEST,GR HANDLE MOVED UP DUE EXC CLNG IN SEL VALVE AND AIR IN HYD SYSTEM.				

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES		FLIGHT PURPOSE	PILOT DATA
				F	S		
1-0043	7/27/66 GALLUP N MEX TIME - 1453	Douglas DC-3 N-494E	CR- 0 0 3 PX- 0 3 10	PASSENGER	S-O	AIRLINE TRANSPORT, AGE 33, 8502 TOTAL HOURS, 4160 IN TYPE.	
OPERATOR - FRONTIER AIRLINES, INC. TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES							
PROBABLE CAUSE COPILOT - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FIRE AFTER IMPACT							
1-0044	8/21/66 JUNEAU ALAS TIME - 1035	GRUMMAN G-21A N-88820	CR- 1 0 0 PX- 8 0 0	PASSENGER	S-O	AIRLINE TRANSPORT, AGE 35, 9230 TOTAL HOURS, 2492 IN TYPE.	
OPERATOR - ALASKA COASTAL AIRLINES TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED							
PROBABLE CAUSE MISCELLANEOUS - UNDETERMINED FIRE AFTER IMPACT REMARKS - AIRCRAFT CRASHED INTO A GLACIAL CREVASSSE-HAZARDOUS LOCATION PRECLUDED ON SCENE INVESTIGATION.							
1-0045	2/23/66 FT WORTH TEXAS TIME - 1145	CONVAIR 990 N-5615	CR- 0 0 7 PX- 0 1 66	PASSENGER	S-O	AIRLINE TRANSPORT, AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.	
OPERATOR - AMERICAN AIRLINES, INC. TYPE OF ACCIDENT MISCELLANEOUS							
PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS LANDING GEAR - LANDING GEAR WARNING AND INDICATING COMPONENTS MAINTENANCE SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION FACTOR MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MISCELLANEOUS ACTS, CONDITIONS - BINDING MISCELLANEOUS ACTS, CONDITIONS - DUMPED FUEL MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS - NOSE AND MAIN LANDING GEAR WHEEL TIRES BLEW OUT. RUSTED DOWNLOCK BUNGEE CAUSED UNSAFE GEAR INDICATN							

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BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT PURPOSE	PILOT DATA
			F S M/N	F S M/N		
1-0046	5/30/66 NR. RAMPART ALASKA TIME - 0850	PILATUS PC6A+2 N-1421Z	CR- 0 0 1 PX- 0 0 5	PASST S-D	COMMERCIAL, AGE 27. TOTAL HOURS, 696 IN TYPE.	
	OPERATOR - WIEN ALASKA AIRLINES, INC. TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVERDOWN	DAMAGE - SUBSTANTIAL			PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING ROLL	
	PROBABLE CAUSE POWERPLANT - MISCELLANEOUS - FACTOR, TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS - INTERNAL ENGINE FAILURE.	POWERPLANT FAILURE FOR UNDETERMINED REASONS				
1-0047	11/29/66 NEW CUMBERLAND PA TIME - 1728	CONVAIR 340 N-3414	CR- 0 0 4 PX- 0 0 12	PASST S-D	AIRLINE TRANSPORT, AGE 42. 1771.8 TOTAL HOURS, 2500 IN TYPE.	
	OPERATOR - ALLEGHENY AIRLINES, INC. TYPE OF ACCIDENT MISCELLANEOUS COLLIDED WITH RUNWAY OR APPROACH LIGHTS	DAMAGE - SUBSTANTIAL			PHASE OF OPERATION TAKEOFF RUN TAKEOFF ABORTED	
	PROBABLE CAUSE MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE MAINTENANCE, SERVICING, INSPECTION - IMPROPER MAINTENANCE PILOT IN COMMAND - INADEQUATE INSPECTION OF AIRCRAFT PILOT IN COMMAND - SPONTANEOUS - IMPROPER ACTION MISCELLANEOUS ACTS, CONDITIONS - IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS FACTOR MISCELLANEOUS ACTS, CONDITIONS - THRUST-UNABLE TO REVERSE REMARKS - COMPLETE ELEC. FAILURE DUE IMPROPERLY INSTALLED HTR.PLT TRIED REV PROP.ACFT WG STRUCK APP LITE TWR.					
1-0048	4/9/66 OAKLAND, CALIF TIME - 2246	BOEING B-720 N-7212U	CR- 0 0 8 PX- 0 0 0	PASST S-D	AIRLINE TRANSPORT, AGE 58. 1694.0 TOTAL HOURS, 2310 IN TYPE.	
	OPERATOR - UNITED AIR LINES, INC. TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED	DAMAGE - SUBSTANTIAL			PHASE OF OPERATION TAKEOFF RUN TAKEOFF ABORTED	
	PROBABLE CAUSE COPILOT - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR AIRPORT CONDITIONS - WET RUNWAY AIRPORT CONDITIONS - SOFT SHOULDERS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE					

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT PURPOSE	PILOT DATA
			F S M/N	F S M/N		
1-0049	3/5/66	MIAMI FLA TIME - 1559	BOEING B-727 N-8101N DAMAGE - SUBSTANTIAL	CR- 0 0 8 PX- 0 0 95	PASSENGER S-D	AIRLINE TRANSPORT, AGE 44, 17998 TOTAL HOURS, 365 IN TYPE.
		OPERATOR - EASTERN AIR LINES, INC. TYPE OF ACCIDENT WHEELS-UP LANDING			PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN	
		PROBABLE CAUSE MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISCELLANEOUS EQUIPMENT LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY MAINTENANCE, SERVICING, INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE SUSPECTED MECHANICAL DISCREPANCY REMARKS- R.MAIN GR DOOR STUCK OPEN, SEQUENCE VALVE MISRIGGED. IMPROPER EMERG GR EXT. INTENTIONAL GEAR-UP LNDG				
1-0050	5/8/66	FORT WORTH TEX TIME - 1110	BOEING B-727 N-9102N DAMAGE - SUBSTANTIAL	CR- 0 0 4 PX- 0 0 0	TRAINING	AIRLINE TRANSPORT, AGE 45, 15160 TOTAL HOURS, 183 IN TYPE.
		OPERATOR - EASTERN AIR LINES, INC. TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT WHEELS-UP LANDING			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN	
		PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT FACTOR MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED MAINTENANCE, SERVICING, INSPECTION - IMPROPER MAINTENANCE MISCELLANEOUS ACTS, CONDITIONS - INADEQUATE INSPECTION OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE SUSPECTED MECHANICAL DISCREPANCY REMARKS- FALSE. UNSAFE-GR INDN. PILOT MADE HI-G TURN AND L.GR SUPPORT FAILED DUE MISSING BUSHING. GR-UP LNDG INTNL				
1-0051	7/28/66	PORT ELIZABETH NJ TIME - 0850	CURTISS-WRTC-46F N-9105F DAMAGE - DESTROYED	CR- 0 1 1 PX- 0 0 0	CARGO NS-D	AIRLINE TRANSPORT, AGE 46, 17491 TOTAL HOURS, 6191 IN TYPE.
		OPERATOR - ZANTOP AIR TRANSPORT TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP LANDING			PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN	
		PROBABLE CAUSE POWERPLANT - ENGINE STRUCTURE - MASTER AND CONNECTING RODS POWERPLANT - ENGINE STRUCTURE - PISTON, PISTON RINGS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE DISPATCHING - DISPATCHED FLIGHT OVERWEIGHT/IMPROPER CENTER OF GRAVITY OPERATIONAL SUPERVISORY PERSONNEL - DEFICIENCY, COMPANY MAINTAINED EQUIPMENT, SERVICES, REGULATION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- NO 1 ENG FAILED. SHIPPERS WTS USED, CARGO NOT REWEIGHED. ACFT 9114 LBS OVERLOADED. INTENTNL GR UP LNDG.				

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BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT PURPOSE	PILOT DATA
			F S M/N	F S M/N		

OPERATIONAL SUPERVISORY PERSONNEL - DEFICIENCY, COMPANY MAINTAINED EQUIPMENT, SERVICES, REGULATION
 EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND
 FIRE AFTER IMPACT
 REMARKS - NO 1 ENG FAILED. SHIPPERS WTS USED, CARGO NOT REWEIGHTED. ACFT 9114 LBS OVERLOADED. INTENTNL GR UP LDNG.

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BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
1-0052	8/4/66	MORGANTOWN, W VA	NORD-AVION 262A12 CR- 0 0 3 N-26207 PX- 0 2 14	PASSENGER S-D	AIRLINE TRANSPORT, AGE 38, 7963 TOTAL HOURS, 474 IN TYPE.	
			DAMAGE - SUBSTANTIAL			
		OPERATOR - LAKE CENTRAL AIRLINES, INC.				
		TYPE OF ACCIDENT				
		ENGINE FAILURE OR MALFUNCTION				
		AIRFRAME FAILURE IN FLIGHT				
		PROBABLE CAUSE				
		POWERPLANT - TURBINE ASSEMBLY - WHEEL, TURBINE				
		MISCELLANEOUS ACTS, CONDITIONS - IMPROPER CLEARANCE-TOLERANCE				
		MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED				
		MISCELLANEOUS ACTS, CONDITIONS - FRICTION, EXCESSIVE				
		FACTOR				
		MISCELLANEOUS ACTS, CONDITIONS - EXPLOSIVE DECOMPRESSION				
		EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT				
		SUSPECTED OR KNOWN AIRCRAFT DAMAGE				
		PHYSICAL CONDITION OF PASSENGER				
		REMARKS - FIRST STGE TURBINE WHEEL FAILED. CABIN PUNCTURED. OVRHTG DUE EXCESSIVE WATER. METHANOL FLOW+ENG. SURGING				
1-0053	8/22/66	NEWARK, NJ	SUD AVIA SE-210 CR- 0 0 5 TIME - 2254 PX- 0 0 8	PASSENGER S-D	AIRLINE TRANSPORT, AGE 44, 1897 TOTAL HOURS, 1135 IN TYPE.	
			DAMAGE - SUBSTANTIAL			
		OPERATOR - UNITED AIR LINES, INC.				
		TYPE OF ACCIDENT				
		GEAR COLLAPSED				
		PROBABLE CAUSE				
		LANDING GEAR - NOSEWHEEL ASSEMBLIES				
		MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE				
		Maintenance, servicing, inspection - IMPROPER MAINTENANCE				
		REMARKS - NOSE WHEEL AXLE SPINDLE FAILED. IMPROPER SHOT-PEELED.				
1-0054	9/25/66	SAN FRANCISCO, CAL	BOEING B-727 CR- 0 0 6 TIME - 1525 PX- 0 0 64	PASSENGER S-D	AIRLINE TRANSPORT, AGE 51, 2314 TOTAL HOURS, 147 IN TYPE.	
			DAMAGE - SUBSTANTIAL			
		OPERATOR - PACIFIC AIR LINES, INC.				
		TYPE OF ACCIDENT				
		COLLIDED WITH BUILDING/S				
		PROBABLE CAUSE				
		LANDING GEAR - BRAKING SYSTEM				
		MISCELLANEOUS ACTS, CONDITIONS - HYDRAULIC FAILURE				
		MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE				
		ELECTRICAL SYSTEM - OTHER				
		PRODUCTION-DESIGN - SUBSTANDARD QUALITY CONTROL				
		PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISCELLANEOUS EQUIPMENT				
		PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION				
		PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT				
		FACTOR				
		MISCELLANEOUS ACTS, CONDITIONS - CREW COORDINATION-POOR				
		REMARKS - HYD PUMP INOP DUE IMPR INSTALLED ELEC CONNECTOR PIN. PLT UNABLE IMMEDIATE LOCATE EMGCY BRAKE HANDLE.				

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BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT			PILOT DATA
					F	S	M/N	
1-0055	10/22/66	NEW ORLEANS LA TIME - 1115	DOUGLAS DC-8 N-808E	CR-0 0 7 PX-0 0104	PASSENGER S-1	AIRLINE TRANSPORT, AGE 59, 33000 TOTAL HOURS, 4500 IN TYPE.		
		OPERATOR - DELTA AIR LINES, INC. TYPE OF ACCIDENT UNDERSHOOT HARD LANDING			PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN			
		PROBABLE CAUSE COPILOT - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT REMARKS - ACFT TOUCHDOWN 69 FT SHORT RWY, SANK 18 INCHES IN SOO THEN LDG GEAR STRUCK 10 INS EXPOSED RWY LIP						
1-0056	11/2/66	FLUSHING NY TIME - 2005	BOEING B-727 N-1983	CR-0 0 6 PX-0 0 66	PASSENGER S-D	AIRLINE TRANSPORT, AGE 48, 11150 TOTAL HOURS, 130 IN TYPE.		
		OPERATOR - AMERICAN AIRLINES, INC. TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED			PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN			
		PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR MISCELLANEOUS-PERSONNEL - OTHER MISCELLANEOUS ACTS/CONDITIONS - ALTIMETER SETTING - INCORRECT WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT REMARKS - STRUCK APPROACH LITE PIER, 148 FT SHORT RWY 22 EXTION. ARINC ADVISED PLT SET ALT+60 INSTEAD+160 FT.						
1-0057	6/29/66	MOJAVE, CALIF TIME - 0810	BOEING B-720B N-7534A	CR-0 0 6 PX-0 0 0	TRAINING	AIRLINE TRANSPORT, AGE 49, 1513 TOTAL HOURS, 5040 IN TYPE.		
		OPERATOR - AMERICAN AIRLINES, INC. TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION UNDERSHOOT			PHASE OF OPERATION INFLIGHT NORMAL CRUISE LANDING FINAL APPROACH			
		PROBABLE CAUSE MISCELLANEOUS ACTS/CONDITIONS - SIMULATED CONDITIONS DUAL STUDENT - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR MISCELLANEOUS ACTS/CONDITIONS - FAILURE OF TWO OR MORE ENGINES REMARKS - PILOT SIMULATED 4 ENG FLAMEOUT APPROACH WITH 4 ENGINE IN IDLE THRUST POSITION.						

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BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT	PURPOSE	PILOT DATA
1-0058	11/15/66	LOS ALAMITOS, CAL TIME - 1247	CURTISS C-46 N-7769B DAMAGE - SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	MIL/CTR CARGO-D	AIRLINE TRANSPORT, AGE 31, 7665 TOTAL HOURS, 3605 IN TYPE.	
		OPERATOR - ZANTOP AIR TRANSPORT TYPE OF ACCIDENT GEAR COLLAPSED			PHASE OF OPERATION LANDING ROLL		
		PROBABLE CAUSE LANDING GEAR - GEAR LOCKING MECHANISM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE REMARKS - LEFT MAIN LANDING GEAR DRAG LINK ASSY ATTACH FITTINGS FAILED.					
1-0059	10/3/66	MIAMI FLA TIME - 1811	DOUGLAS C-54B N-88938 DAMAGE - SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	FERRY	AIRLINE TRANSPORT, AGE 29, 3354 TOTAL HOURS, 607 IN TYPE.	
		OPERATOR - SOUTHERN AIR TRANSPORT, INC. TYPE OF ACCIDENT GEAR RETRACTED			PHASE OF OPERATION LANDING ROLL		
		PROBABLE CAUSE COPILOT - INADVERTENTLY RETRACTED GEAR REMARKS - CO-PLT INTENDED TO RAISE FLAPS. LNDG GR SFY SWITCH INOPERATIVE DUE WIND-GST THAT RAISED RT WING.					
1-0060	4/1/66	BRADFORD PA TIME - 2010	CONVAIR 340 N-5804 DAMAGE - SUBSTANTIAL	CR- 0 0 3 PX- 0 44	PASSG S-D	AIRLINE TRANSPORT, AGE 49, 11590 TOTAL HOURS, 11 IN TYPE.	
		OPERATOR - ALLEGHENY AIRLINES, INC. TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED			PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL		
		PROBABLE CAUSE PILOT IN COMMAND - IMPROPER LEVEL OFF					
1-0061	6/16/66	COLUMBIA CITY, IND TIME - 0848	CURTIS C-46 N-10415 DAMAGE - DESTROYED	CR- 2 0 0 PX- 0 0 0 OT- 1 0 0	CARGO NS-D	AIRLINE TRANSPORT, AGE 48, 14067 TOTAL HOURS, 6732 IN TYPE.	
		OPERATOR - ZANTOP AIR TRANSPORT TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT			PHASE OF OPERATION INFLIGHT NORMAL CRUISE		
		PROBABLE CAUSE PILOT-INADEQUATE VISUAL CONTACT TO AVOID COLLISION MISCELLANEOUS-PERSONNEL - PILOT OF OTHER AIRCRAFT FIRE AFTER IMPACT					

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA	
						PHASE OF OPERATION	
1-0062	10/18/66	LOS ANGELES, CALIF	BOEING 707 131 N-7457W	CR- 0 0 7 PX- 0 0 52	PASST S-D	AIRLINE TRANSPORT, AGE 43. 15362 TOTAL HOURS, 334 IN TYPE.	
	TIME - 2058		DAMAGE - SUBSTANTIAL				
	OPERATOR - TRANS WORLD AIRLINES, INC.						
	TYPE OF ACCIDENT						
	HARD LANDING						
	GEAR COLLAPSED						
	PROBABLE CAUSE						
	COPilot - IMPROPER LEVEL OFF						
	PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT						
	MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH						
	FACTOR						
	MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
1-0063	12/4/56	CHICAGO ILL	VISCOUNT V-700 N-7450	CR- 0 0 4 PX- 0 0 46	PASST S-D	AIRLINE TRANSPORT, AGE 47. 17848 TOTAL HOURS, 8628 IN TYPE.	
	TIME - 1840		DAMAGE - SUBSTANTIAL				
	OPERATOR - UNITED AIR LINES, INC.						
	TYPE OF ACCIDENT						
	GROUND-WATER LOOP-SWERVE						
	CULLED WITH DITCHES						
	PROBABLE CAUSE						
	PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL						
	MISCELLANEOUS ACTS, CONDITIONS - HYDROPLANING ON WET RUNWAY						
	AIRPORT CONDITIONS - WET RUNWAY						
	AIRPORT CONDITIONS - ICE/SLUSH ON RUNWAY						
1-0064	8/22/66	NP-SAN DIEGO CALIF	LOCKHEED L-188A N-7137C	CR- 0 0 5 PX- 0 1 63	PASST S-D	AIRLINE TRANSPORT, AGE 42. UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.	
	TIME - 1500		DAMAGE - NONE				
	OPERATOR - WESTERN AIR LINES, INC.						
	TYPE OF ACCIDENT						
	MISCELLANEOUS						
	PROBABLE CAUSE						
	WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS						
	WEATHER BRIEFING - COMPANY DISPATCH						
	WEATHER FORECAST - UNKNOWN						
	REMARKS - AIRSICK PX IN LAVATORY INJURED. FASTEN SEAT BELT SIGN ON DUE TURBULENCE.						

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT PURPOSE	PILOT DATA
			F S M/N	F S M/N		
1-0065	8/11/66	MARTINSBURG, W VA	NORD 262 N-26212	CR- 0 0 3 PX- 0 0 14	PASSENGER S-D	AIRLINE TRANSPORT, AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.
		TIME - 1310				
		DAMAGE - SUBSTANTIAL				
		OPERATOR - LAKE CENTRAL AIRLINES, INC.				
		TYPE OF ACCIDENT				
		ENGINE FAILURE OR MALFUNCTION				
		FIRE OR EXPLOSION IN FLIGHT				
		PROBABLE CAUSE				
		POWERPLANT - TURBINE ASSEMBLY - MISCELLANEOUS ACTS, CONDITIONS - PILOT IN COMMAND - IMPROPER STARTING PROCEDURES				
		FACTOR				
		MISCELLANEOUS ACTS, CONDITIONS - MISCELLANEOUS ACTS, CONDITIONS - EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT				
		REMARKS - L.ENG FLAMED OUT. AFTER RESTART THIRD STAGE TURBINE ASSY FAILED. PARTS OF ENG PENETRATED MAIN CABIN.				
		WHEEL, TURBINE EXCESSIVE TEMPERATURE SEPARATION IN FLIGHT IMPROPER EMERGENCY PROCEDURES				
		PHASE OF OPERATION				
		INFLIGHT NORMAL CRUISE				
		INFLIGHT NORMAL CRUISE				
1-0066	10/11/66	MOUNTAIN VIEW CAL	SIKORSKY S-61N N-4606G	CR- 0 0 3 PX- 0 0 2	PASSENGER S-D	AIRLINE TRANSPORT, AGE 33, 8832 TOTAL HOURS, 932 IN TYPE.
		TIME - 1139				
		DAMAGE - SUBSTANTIAL				
		OPERATOR - SAN FRANCISCO AND OAKLAND HELICOPTER AIRLINES				
		TYPE OF ACCIDENT				
		ENGINE FAILURE OR MALFUNCTION				
		HARD LANDING				
		PROBABLE CAUSE				
		POWERPLANT - MISCELLANEOUS - INGESTION (BIRD)				
		FACTOR				
		MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES				
		TERAIN - OTHER				
		EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER				
		REMARKS - LANDED ON SHALLOW EVAPORATION POND. TAIL WHEEL STRUCK BOTTOM. REAR ROTOR BLADE STRUCK FUSELAGE.				
1-0067	11/26/66	OAKLAND CALIF	BOEING 707 123B N-7521A	CR- 0 0 7 PX- 0 0 127	MIL/CTR PASSG.D	AGE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.
		TIME - 1344				
		DAMAGE - SUBSTANTIAL				
		OPERATOR - AMERICAN AIRLINES, INC.				
		TYPE OF ACCIDENT				
		HARD LANDING				
		PHASE OF OPERATION				
		LEVEL OFF/TOUCHDOWN				
		REMARKS - UNDER INVESTIGATION. PRELIMINARY DATA.				

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT	PILOT DATA
			F S M/N	PURPOSE		
1-0068	11/12/66	NR.BILLINGS, MONT TIME - 1354	BOEING 8-720 N-703U DAMAGE -NONE	CR- 0 0 7 PX- 0 1 73	PASST S-D	AIRLINE TRANSPORT, AGE 51, 1855 TOTAL HOURS, 2343 IN TYPE.
		OPERATOR - UNITED AIR LINES, INC. TYPE OF ACCIDENT TURBULENCE			PHASE OF OPERATION INFLIGHT NORMAL CRUISE	
		PROBABLE CAUSE WEATHER - TURBULENCE IN FLIGHT,CLEAR AIR MISCELLANEOUS-PERSONNEL - PASSENGER OTHER FLIGHT PERSONNEL WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - UNKNOWN REMARKS- PX FELL WHILE RETURNING TO SEAT.COCKPIT WARNING GIVEN.ATTENDANTS FAILED TO OBSERVE PX MOVEMENTS.				
1-0069	7/11/66	HARLINGEN, TEX TIME - 0615	CONVAIR CV-600 N-94215 DAMAGE -SUBSTANTIAL	CR- 0 0 3 PX- 0 0 18	PASST S-D	AIRLINE TRANSPORT, AGE 48, 24744 TOTAL HOURS, 121 IN TYPE.
		OPERATOR - TRANS-TEXAS AIRWAYS, INC. TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED			PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN	
		PROBABLE CAUSE MAINTENANCE,SERVICING,INSPECTION - INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS ACTS,CONDITIONS - THRUST REVERSAL-UNWANTED MISCELLANEOUS ACTS,CONDITIONS - ELECTRICAL FAILURE FACTOR ELECTRICAL SYSTEM - SWITCHES MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS REMARKS- NOSE-GR SFTY SWITCH SHORTED BY LOOSE SCREW.PEDESTAL SFTY SWITCH MALFUNCTION DUE TO FOR.OBJ/MIS-ADJ				
1-0070	7/21/66	FORT WORTH, TEX TIME - 0025	LOCKHEED L-188A N-9707C DAMAGE -SUBSTANTIAL	CR- 0 0 5 PX- 0 0 33	PASST S-D	AIRLINE TRANSPORT, AGE 42, 20022 TOTAL HOURS, 1210 IN TYPE.
		OPERATOR - BRANIFF AIRWAYS, INC. TYPE OF ACCIDENT WHEELS-UP LANDING			PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN	
		PROBABLE CAUSE LANDING GEAR - NORMAL RETRACTION/EXTENSION ASSEMBLY LANDING GEAR - EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - JAMMED MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE SUSPECTED MECHANICAL DISCREPANCY REMARKS- LEFT MAIN GEAR DOOR ACTUATING PISTON FAILED.ACFT LANDED ON NOSE GEAR AND RT MAIN GEAR.				

BRIEFS OF ACCIDENTS

Docket	Date	Location	Aircraft Data	Injuries	Flight M/N	Purpose	PILOT DATA	
							F	S
1-0071	10/13/66	MUSKEGON, MICH	VISCOUNT V-7450 N-7408	CR- PX-	0 0 0 0	PASSENGER S-D	AIRLINE TRANSPORT, AGE 39, 14,000 TOTAL HOURS, 200 IN TYPE.	
	TIME - 1639	OPERATOR - UNITED AIR LINES, INC.	DAMAGE - SUBSTANTIAL					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		OVERSHOOT					LANDING LEVEL OFF/TOUCHDOWN	
		GEAR COLLAPSED					LANDING ROLL	
		PROBABLE CAUSE						
		PILLOT IN COMMAND -	MISJUDGED DISTANCE, SPEED, AND ALTITUDE					
		FACTOR						
		AIRPORT CONDITIONS -	WET RUNWAY					
		MISCELLANEOUS ACTS, CONDITIONS -	POORLY PLANNED APPROACH					
		WEATHER -	LOW CEILING					
		WEATHER -	RAIN					
		WEATHER -	FOG					
		MISCELLANEOUS ACTS, CONDITIONS -	OVERLOAD FAILURE					
		WEATHER BRIEFING - COMPANY DISPATCH						
		WEATHER FORECAST - UNKNOWN						
1-0072	11/20/66	NR. NEW BERN NC	MARTIN M-404 N-40406	CR- PX-	3 0 0 0	PASSENGER S-D	AIRLINE TRANSPORT, AGE 45, 12,779 TOTAL HOURS, 2807 IN TYPE.	
	TIME - 0606	OPERATOR - PIEDMONT AVIATION, INC.	DAMAGE - DESTROYED					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		COLLIDED WITH TREES					LANDING FINAL APPROACH	
		PROBABLE CAUSE	PILLOT-DESCENDED BELOW OBSTRUCTING TERRAIN.					
		REMARKS -	AFT CRASHED IN DARK UNLIGHTED WOODED AREA.					
1-0073	11/14/66	NR. BERLIN, GERMANY	BOEING B-727 N-317PA	CR- PX-	3 0 0 0	CARGO S-I	AIRLINE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.	
	TIME - 0242	OPERATOR - PAN AMERICAN WORLD AIRWAYS, INC.	DAMAGE - DESTROYED					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		UNDETERMINED					UNK/NR	
		REMARKS -	UNDER INVESTIGATION. PRELIMINARY DATA.					
1-0074	12/24/66	NR. TOURANE, VIETNAM	CANADAIR CL-44 N-228SW	CR- PX-	4 0 0 0	MIL/CTR CARGO I	AIRLINE UNKNOWN, UNKNOWN TOTAL HOURS, UNKNOWN IN TYPE.	
	TIME - 1915	OPERATOR - FLYING TIGER LINES, INC.	DAMAGE - DESTROYED					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER CONTROLLED					LANDING FINAL APPROACH	
		FIRE AFTER IMPACT						
		REMARKS -	INVESTIGATION UNDER JURISDICTION OF THE GOVERNMENT OF SOUTH VIETNAM. PRELIMINARY DATA					

BRIEFS OF ACCIDENTS

DOCKET	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N		F	S
1-0075	12/30/66 TIME - 1719	SAIGON, VIETNAM	DOUGLAS DC-7C N-409K DAMAGE - DESTROYED	CR- PK-	0 0 0 0	4 4 0 0	MIL/CTR CARGO. I	AGE UNKNOWN, HOURS. UNKNOWN IN TYPE.	UNKNOWN TOTAL IN TYPE.

**OPERATOR - AIRLIFT INTERNATIONAL, INC.
TYPE OF ACCIDENT -**

DEMANDS FOR IDENTIFICATION AND JURISDICTION OF THE GOVERNMENT OF SOUTH VIETNAM-PRELIMINARY DATA.

**PHASE OF OPERATION
TAKEOFF RUN**

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