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### FOREWORD

The purpose of this publication is to present 1971 accident and exposure data on a preliminary basis as early as possible in 1972. The emphasis in preparing this publication was on speed, consequently there were few format changes from preceding years.

This publication presents accident rates based upon several types of exposure. It is the position of the Board that measures of safety should be provided which are deemed to be useful by the aviation safety community. Recent changes in equipment, speed, and passenger-carrying capacity have prompted requests for different ways to measure safety. This publication, and most others which are published by the Board, presents rates based on aircraft-hours flown, aircraft-miles flown, aircraft departures, and passenger-miles flown. Since all exposure data are not available for each segment, it is not possible to report each rate for each segment at the present time. Some additional measures of exposure are, however, currently available from other government agencies, and have been requested by the Board. When these measures of exposure are made available to the Board, rates based on them will be added to those currently provided by the Board, where applicable.

As in the 1970 Preliminary Analysis, two important changes in the data contained in this publication should be noted:

1. In charts referring to the passenger service of U. S. Certificated Route Air Carriers, revenue passenger enplanements have been substituted for revenue passenger originations beginning in 1970. The Civil Aeronautics Board's annual "Air Carrier Traffic Statistics" defines these two terms as follows:

<u>Revenue passenger enplanements</u> - The count of the total number of passengers boarding aircraft. This count may be measured on the basis of a standard number of passenger enplanements per on-line originating passenger.

<u>Revenue passenger originations</u> - The unduplicated count of passengers originating journeys on the lines of each reporting entity with the return portion of a round trip counted separately as an initial origination.

2. These accident data reflect the Civil Aeronautics Board's new (initiated January 1, 1970) 50-state concept of domestic operations, which includes Mainland-Hawaii and Mainland-Alaska traffic (when flights from the mainland terminate at these two points or when flights to the mainland originate at these two points). The CAB's change results in a somewhat larger volume of traffic for domestic operations and a correspondingly lower volume for international operations.

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February 1972

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### NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20591

### A PRELIMINARY ANALYSIS OF AIRCRAFT ACCIDENT DATA U. S. CIVIL AVIATION 1971

This report provides a preliminary compilation and a statistical analysis of aircraft accidents in U. S. Civil Aviation which occurred during calendar year 1971. This compilation is in the form of several tables of statistical data which are attached as appendices. The analysis is contained in the following pages of narrative, with accompanying illustrative tables and briefs of accidents occurring in air carrier operations.

The report is labeled preliminary pending receipt, classification, and final analysis in each case. Nevertheless, it is believed that current publication of the information now available will be of benefit to the aviation community and of interest to the general public.

The analytical portion of this report presents data on accidents, fatalities, rates, and growth changes as percentage changes of the 1971 data compared with a base figure. The base figure was established by averaging the data for the 5-year period 1966-70. Such a presentation helps to eliminate annual variations inherent in accident report data and allows more meaningful comparisons than would the customary year-byyear comparisons. This base figure can also be used as a standard and can be compared with other periods. For instance, the 1965-69 base period can be compared with the 1966-70 base period in measuring growth; fatalities; accident rates; aircraft-miles, -hours, and departures; passengers carried; passenger-miles; and other important annual variables. Furthermore, if this method of analysis is used for several consecutive years, the Board will have a sound basis for analyzing and projecting trends dealing with both growth and accident indices.

It is important to note, however, that this report, which is a comparison of one year's data with the base period data, <u>does not</u> provide the basis for trends and/or projections, any more than would a comparison of data from 2 individual years. This report and similar reports for 3 or 4 consecutive years will provide such a basis, however.

# STATISTICAL RECAPITULATION OF ACCIDENTS U. S. CIVIL AVIATION ALL OPERATIONS 1970-71

	and Suppl	ficated Route emental Air 11 Operations 1971	Av	General iation, perations 1971
<u>Accidents</u> Total Fatal	<u>-55</u> 8	47 8 <u>a</u> /	4,640	4,686
Fatalities	146	203	1,254	1,322
Aircraft-Hours Flown (000)	6,470	6,210 <u>b</u> /	26,000	26,400 <u>c</u> /
<u>Aircraft-Miles</u> Flown (000)	2,684,552	2,599,000 <u>b</u> /	3,200,000	3,700,000 <u>c</u> /
Accident Rates Per 100,000 Aircraft-Hours Flown Total Fatal	0.850 0.124	0.757 0.097	17.8 2.39	17.8 2.47
Accident Rates <u>Per Million</u> <u>Aircraft-Miles</u> <u>Flown</u> Total Fatal	0.020 0.003	0.018 0.002	1.45 0.194	1.27 0.176

<u>a</u>/ Includes two midair collisions nonfatal to air carrier occupants, excluded in fatal accident rates.

- b/ Estimated by CAB.
- c/ Estimated by FAA.

SECTION I

### ANALYSIS BY CLASS OF CARRIER

## U. S. CERTIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS ALL OPERATIONS 1971

In 1971, U. S. Certificated Route and Supplemental Air Carriers in all operations flew 6,210,000 hours, an increase of 1.51 percent over the 1966-70 base period average of 6,117,727 aircraft-hours flown per year. Aircraft-miles flown increased 9.49 percent, from 2,373,639,000 during the base period to 2,599,000,000 in 1971. The total number of accidents decreased 29.64 percent, and fatal accidents decreased 24.53 percent. The 203 fatalities in 1971 represent a 16.18-percent decrease from the 242.2 average of the 1966-70 base period. Total and fatal accident rates per 100,000 aircraft-hours flown and per million aircraft-miles flown were the lowest recorded for the 11-year period 1961-71.

### ACCIDENTS, FATALITIES, RATES, AND GROWTH CHANGES FROM BASE (1966-70)

	Base	<u>1971</u>	Change
<u>Aircraft-Hours Flown</u>	6,117,727	6,210,000	+ 1.51
Aircraft-Miles Flown (000)	2,373,639	2,599,000	+ 9.49
Accidents			•
Total	66.8	47	-29.64
Fatal	10.6 <u>a</u> /	<u>8</u> <u>ь</u> /	-24.53

<u>a</u>/ Based on 53 fatal accidents, three of which were midair collisions nonfatal to air carrier occupants, excluded in fatal accident rates.

b/ Includes two midair collisions nonfatal to air carrier occupants, excluded in fatal accident rates.

ACCIDENTS, FATALITIES,	RATES, AND GROW	TH CHANGES FROM	BASE (1966-70) (Cont'd)
	Base	<u>1971</u>	Percentage Change
<u>Fatalities</u>	242.2	203	-16.18
Accident Rate Per 100,000 Aircraft- Hours Flown Total Fatal	1.092 0.163	0.757 0.097	-30.68 -40.49
Accident Rate Per Million Aircraft- Hours Flown Total Fatal	0.028 0.004	0.018 0.002	-35.71 -50.00
Fatality Rate Per 100,000 Aircraft- Hours Flown	3.959	3.269	-17.43
Fatality Rate Per Million Aircraft- Miles Flown	0.102	0.078	-23.53

## U. S. CERTIFICATED ROUTE AIR CARRIERS <u>ALL OPERATIONS</u> 1971

During the base period 1966-70, U. S. Certificated Route Air Carriers in all operations flew an average of 2,273,007,000 aircraftmiles per year. In 1971, the figure was 2,500,000,000 representing an increase of 9.99 percent. The total number of accidents decreased 25.08 percent while fatal accidents decreased 13.04 percent. Additionally, the number of fatalities decreased 4.24 percent. With the increase in exposure and concurrent decrease in accidents, the total and fatal accident rates per million aircraft-miles flown decreased 33.33 and 50.000 percent, respectively.

### ACCIDENTS, FATALITIES, RATES, AND GROWTH CHANGES FROM BASE (1966-70)

	Base	<u>1971</u>	Percentage Change
Aircraft-Miles Flown (000)	2,273,007	2,500,000	+ 9.99
<u>Accidents</u> Total Fatal	61.4 9.2 <u>a</u> /	46 8 <u>b</u> /	-25.08 -13.04
Fatalities	212	203	- 4.24
Accident Rates Per Million Aircraft- Miles Flown Total Fatal	0.027 0.004	0.018 0.002	-33.33 -50.00
Fatality Rate Per Million Aircraft- Miles Flown	0.093	0.081	-12.90

<u>a</u>/ Based on 46 fatal accidents, three of which were midair collisions nonfatal to air carrier occupants, excluded in fatal accident rate.

<u>b</u>/ Includes two midair collisions nonfatal to air carrier occupants, excluded in fatal accident rates.

## U. S. CERTIFICATED ROUTE AIR CARRIERS ALL SCHEDULED SERVICE 1971

Both the hours flown and miles flown for aircraft in this segment of U.S. Air Carrier Operations showed increases, 4.93 and 13.98 percent, respectively. At the same time, the number of aircraft departures was down 3.17 percent which reflects, at least in part, the use of the wide-bodied jets carrying more people greater distances per flight. As in 1970, all rates reflecting total and fatal accidents showed decreases in 1971 compared to the 5-year base period.

ACCIDENTS, ACCIDENT RATES, GROWTH CHANGES FROM BASE (1966-70)

	Base	.1971	Percentage Change
Aircraft-Hours Flown	5 <b>,2</b> 70,350	5,530,000	+ 4.93
Aircraft-Miles Flown (000)	2,052,901	2,340,000	+13.98
Aircraft Departures	5,019,338	4,860,000	- 3.17
Accidents Total Fatal	52 7.6 <u>a</u> /	42 7 <u>b</u> /	-19.23 - 7.89
Accident Rates Per 100,000 Aircraft- Hours Flown		- -	
Total Fatal	0.987 0.137	0.759	-23.10 -34.31

a/ Based on 38 fatal accidents, two of which were midair collisions nonfatal to air carrier occupants, excluded in fatal accident rates.

b/ Includes two midair collisions nonfatal to air carrier occupants, excluded in fatal accident rates.

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<u>Accident Rates Per</u> Million Aircraft-	Base	<u>1971</u>	Percentage Change
Miles Flown			
Total	0.025	0.018	-28.00
Fatal	0.004	0.002	-50.00
Accident Rates Per			
100,000 Aircraft			
Departures			
Total	1.036	0.864	-16.60
Fatal	0.143	0.103	-27.97

ACCIDENTS, ACCIDENT RATES, GROWTH CHANGES FROM BASE (1966-70) (Cont'd)

### U. S. CERTIFICATED ROUTE AIR CARRIERS SCHEDULED DOMESTIC AND INTERNATIONAL PASSENGER SERVICE 1971

Scheduled Domestic and International Passenger Service of the U. S. Certificated Route Air Carriers in 1971 showed substantial growth compared to the previous 5-year base period as the passenger-miles flown increased 22.98 percent. Total and fatal accidents decreased 20.08 and 11.76 percent, respectively. On the other hand, there were 174 passenger fatalities in 1971 compared to an average of 144.8 for the 5-year base period. However, with the substantial increase in passenger-miles flown the passenger fatality rate per 100 million passenger-miles flown decreased 2.40 percent in 1971 compared to the 5-year base period.

ACCIDENTS, FATALITIES,	RATES, AND GROU	TH CHANGES FRO	<u>M BASE (1966-70)</u>
	Base	<u>1971</u>	Percentage Change
Passengers Carried <u>a</u> /	144,510,361	172,000,000	+ 19.02
Passenger-Miles Flown (000)	115,464,168	142,000,000	+ 22.98
<u>Accidents</u> Total Fatal	48.8 6.8	39 6	- 20.08 - 11.76
Fatalities			•
Passengers	144.8	174	+ 20.16
Crew	17.6	14	- 20.45
Others	3.0	6	+100.00
Total	165.4	194	+ 17.29
<u>Passenger Fatality Rate</u> Per 100 Million Passenger-			
Miles Flown	0.125	0.122	- 2.40

<u>a</u>/ Beginning in 1970, carriers were required to report <u>revenue passenger</u> enplanements whereas prior to 1970 <u>revenue passenger originations</u> were reported. (See Foreword.)

### U. S. CERTIFICATED ROUTE AIR CARRIERS SCHEDULED DOMESTIC PASSENGER SERVICE 1971

U. S. Certificated Route Air Carriers engaged in Scheduled Domestic Passenger Service during 1971 carried 154,000,000 passengers, <u>a</u><sup>/</sup> representing a 18.77-percent increase over the base period average of 129,661,084. Passenger-miles flown increased 25.13 percent over the base figure, while total and fatal accidents decreased 23.27, and 3.22 percent, respectively. There were 174 passenger fatalities in 1971; an increase of 28.89 percent over the base period while crew fatalities reached 14. The six other fatalities were a result of three midair collisions (involving two general aviation aircraft and one military jet aircraft) and a ground accident in which a supply truck struck a parked aircraft which was loading passengers, killing the truck driver.

### ACCIDENTS, ACCIDENT RATES, GROWTH CHANGES FROM BASE (1966-70)

	Base	<u>1971</u>	Percentage Change
Passengers Carried <u>a</u> /	129,661,084	154,000,000	+ 18.77
Passenger-Miles Flown (000)	88,708,915	111,000,000	+ 25.13
<u>Accidents</u> Total Fatal	40.4 6.2	31 6	- 23.27 - 3.22
<u>Fatalities</u> Passengers Crew Others Total	135.0 15.6 3.0 153.6	174 14 6 194	+ 28.89 - 10.26 +100.00 + 26.30
Passenger Fatality Rate Per 100 Million Passenger- Miles Flown	0.152	0.157	+ 3.29

 <u>a</u>/ Beginning in 1970, carriers were required to report <u>revenue passenger</u> <u>enplanements</u>, whereas prior to 1970 <u>revenue passenger originations</u> were reported. (See Foreword.)

### U. S. CERTIFICATED ROUTE AIR CARRIERS SCHEDULED INTERNATIONAL PASSENGER SERVICE 1971

In 1971, U. S. Certificated Route Air Carriers engaged in Scheduled International Passenger Service were fatal accident free, resulting in a 100-percent decrease in the passenger fatality rate per 100 million passenger-miles flown. Total accidents decreased while passengers carried and passenger-miles flown increased, making 1971 a relatively safe year for Scheduled International Passenger Service in comparison to the 5-year base period.

ACCIDENTS, FATALITIES RATES, AND GROWTH CHANGES FROM BASE (1966-70)

	Base	<u>1971</u>	Percentage Change
Passengers Carried <u>a</u> /	14,849,277	18,000,000	+ 21.22
Passenger-Miles			
Flown (000)	26,755,253	31,000,000	+ 15.86
Accidents			
Total	8.4	8	- 4.76
Fatal	0.6	0	-100.00
Fatalities		н 	
Passengers	9.8	0	-100.00
Crew	2.0	0	-100.00
Others	0	0	Unchanged
Total	11.8	0	-100.00
Passenger Fatality Rate			
Per 100 Million			
Passenger-Miles Flown	0.037	0	-100.00

<u>a</u>/ Beginning in 1970, carriers were required to report <u>revenue</u> <u>passenger enplanements</u>, whereas prior to 1970 <u>revenue passenger</u> <u>originations</u> were reported. (See Foreword.)

In 1971, U. S. Supplemental Air Carriers in all operations recorded a fatal-accident-free year compared to three fatal accidents in 1970. Additionally, there was only one nonfatal accident, resulting in a decrease of 81.48 percent compared to the 5-year base period for total accidents.

Hence, all rates per million aircraft-miles flown decreased substantially compared to the 5-year base period, giving the Supplemental Air Carriers an outstanding safety record in 1971.

### ACCIDENTS, FATALITIES, RATES, AND GROWTH CHANGES FROM BASE (1966-70)

	Base	<u>1971</u>	Percentage Change
Aircraft-Miles Flown	100,632,200 <u>a</u> /	99,000,000 <u>a</u> /	- 1.62
Accidents Total Fatal	5.4 1.4	1 0	- 81.48 -100.00
Fatalities	30.2	0	-100.00
<u>Accident Rates Per</u> <u>Million Aircraft-Miles</u> Flown			
Total	0.054	0.010	- 81.48
Fatal <u>Fatality Rates Per</u> Million Aircraft-	0.014	0	-100.00
Miles Flown	0.300	0	-100.00

a/ Nonrevenue miles not reported.

### U. S. SUPPLEMENTAL AIR CARRIERS PASSENGER OPERATIONS-CIVIL AND MILITARY 1971

In 1971, U. S. Supplemental Air Carriers engaged in Civil and Military Passenger Operations achieved an accident-free year. This was the fifth year out of the past 11 years in which no accidents were recorded in this segment of service. No accidents, coupled with a substantial increase in passengers carried and passengermiles flown gave Civil and Military Passenger Operations of U. S. Supplemental Air Carriers an outstanding safety record in 1971.

ACCIDENTS, FATALITIES, RATES, AND GROWTH CHANGES FROM BASE (1966-70)

	Base	<u>1971</u>	Percentage Change
Passengers Carried	2,647,879	3,300,000	+ 24.63
Passenger-Miles Flown (000)	8,085,202	11,000,000	+ 36.05
<u>Accidents</u> Total Fatal	1.2 0.6	0 0	-100.00 -100.00
Fatalities			
Passengers	25.0	0	-100.00
Crew	1.2	0	-100.00
Others	0	0	Unchanged
Total	26.2	0	-100.00
<u>Passenger Fatality Rate</u> Per 100 Million			
Passenger-Miles Flown	0.309	0	-100.00

### U. S. GENERAL AVIATION 1971

Aircraft-hours flown and miles flown for U. S. General Aviation aircraft increased 11.32 and 4.86 percent, respectively, in 1971 compared to the base period averages.

The total number of accidents in 1971 cannot be compared with the average base period year because of the effect of an amendment to Part 430, Subpart A, General; 430.2, Definitions; of the National Transportation Safety Board Investigations Regulations. The amendment, which altered the definition of "substantial damage" became effective January 1, 1968, and resulted in a large decrease in accidents reported.

Fatal accident rates based on aircraft-hours flown and aircraftmiles flown decreased 6.44 and 1.12 percent, respectively, compared to the base period averages. Additionally, the number of fatalities in 1971 decreased slightly, 0.30 percent, from the base period average.

### ACCIDENTS, FATALITIES, RATES, AND GROWTH CHANGES FROM BASE (1966-70)

	Base	<u>1971</u>	Percentage Change
<u>Aircraft-Hours</u> Flown (000) a/	23,716	26,400	+11.32
Aircraft-Miles Flown (000) a/	3,528,513	3,700,000	+ 4.86

### a/ Estimated by FAA.

	Base	<u>1971</u>	Percentage Change
<u>Accidents</u> Total Fatal	<u>b/</u> 627.4 c/	4,686 651	<u>b</u> / + 3.76
Fatalities	1,326	1,322	- 0.30
Accident Rates Per 100,000 Aircraft-Hours Flown Total Fatal	<u>b</u> / 2.64	17.8 2.47	<u>b/</u> -6.44
<u>Accident Rates Per</u> <u>Million Aircraft-Miles</u> <u>Flown</u> Total Fatal	<u>b</u> / 0.178	1.27 0.176	<u>b/</u> -1.12

ACCIDENTS, FATALITIES, RATES, AND GROWTH CHANGES FROM BASE (1966-70) (Cont'd)

- <u>b</u>/ Base figure not computed because "total accident" figures for the base period years are not compatible (see text).
- <u>c</u>/ Based on 3,137 fatal accidents, three of which were suicide/sabotage accidents, excluded in fatal accident rates.

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SECTION II

TABLES

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### PRELIMINARY INFORMATION

### FATAL ACCIDENTS - FATALITIES U. S. AIR CARRIERS (ALL OPERATIONS) 1971

DATE ====	LOCATION				=T/DMGE		==== PSG	=== C R	отн	=== TOT	TOTAL ABOAR =====	D OF ACCIDENT
	CATED ROUTE A				. *							
010971	EDISON, NJ	AAL	PSG,	SD	B-707 CESSNA 150				2	2	21 2	MIDAIR COLLISION
033171	ONTARIO, CAL	WAL	TRNG		B-720	D		5		5	5	CRASHED DURING LANDING
060671	DUARTE, CAL	AW I	ΡSG,	SD	DC-9 F-4	D D	44	5	1	49 1	49 2	MIDAIR COLLISION
060771	NR NEW HAVEN Conn	ΑΑΑ	PSG,	SD	CV-580	D	26	2		28		CRASHED DURING LANDING
072471	MANILA PI	ΡΔΑ	CRG,	SI	B-707	D		4		4	4	CRASHED DURING APPROACH FOR LANDING
090471	JUNEAU ALAS	ASA	PSG,	S D	B-727	D	104	7		111	111	CRASHED DURING APPROACH FOR LANDING
100971	CHICAGO ILL	DAL	ΡSG,	SD	DC-9	Μ			1	1	14	VAN COLLIDED WITH AIRCRAFT
120471	RALEIGH- DURHAM, NC	EAL	ΡSG,	SD	DC-9 CESSNA 206				2	2		MIDAIR COLLISION
					TOT	AL	=== 1 <sub>,</sub> 74		=== 6	=== 203	=== 268	
SUPPLE	MENTAL AIR CA	RRIER	S									

NONE

### NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 19, 1972

10

### ACCIDENTS, ACCIDENT RATES AND FATALITIES U. S. CERIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS (ALL OPERATIONS) 1961 - 1971

								AIRCRAFT-HOURS FLOWN		
	ACC 1	DENTS		FATALI	TIES		AIRCRAFT-	TOTAL	FATAL	
YEAR	TOTAL	FATAL	PASG	CREW	0 T H	TOT	HOURS FLOWN	ACCIDENTS	ACCIDENTS	
1961	84	11	275	35	1	311	4,192,374	2.003	0.262	
1962	70	10	279	48	3	330	4,111,724	1.678	0.219	
1963	77	13	223	41	0	264	4,126,399	1.866	0.315	
1964	79	13	202	35	1	238	4,312,764	1.809	0.278	
1965	83	9	226	35	<sup>°</sup> 0	261	4,690,882	1.769	0.192	
1966	75	8	137	27	108	272	5,104,984	1.469	0.157	
1967	70	12	229	39	18	286	5,868,842	1.193	0.204	
1968	71	15*	306	37	6	349	6,404,260	1.109	0.203	
1969	63	10*	132	22	4	158	6,740,199	0.935	0.134	
1970	55 .	8	118	24	4	146	6,470,351	0.850	0.124	
1971PRÉL	47	8*	174	23	6	203	6,210,000**	0.757	0.097	

INCLUDES MIDAIR COLLISIONS NONFATAL TO AIR CARRIER OCCUPANTS, EXCLUDED IN FATAL ACCIDENT RATES (1968-2, 1969-1, 1971-2).

\*\* ESTIMATED BY CAB.

### NOTE--SABOTAGE ACCIDENTS OCCURRING 5/22/62 AND 5/7/64 ARE INCLUDED IN ALL COMPUTATIONS EXCEPT RATES.

NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 19, 1972

ACCIDENT RATE PER 100,000

14-2

### ACCIDENTS, ACCIDENT RATES AND FATALITIES U. S. CERIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS (ALL OPERATIONS)

1961 - 1971

ACCIDENT RATE

ACCIDENTS				- I - C			PER MILLION AIRCRAFT-MILES FLOWN			
					FATALI			AIRCRAFT- MILES FLOWN	TOTAL	FATAL
	YEAR	TOTAL	FATAL	PASG	CREW	0TH	TOT	(000)	ACCIDENTS	ACC IDENTS
	1961	84	11	275	35	1	311	1,104,042	0.076	0.010
	1962	70	10	279	48	3	330	1,170,374	0.059	0.008
	1963	77	13	223	41	0	264	1,231,312**	0.063	0.011
	1964	79	13	202	35	1	238	1,336,867**	0.058	0.009
	1965	83	9	226	35	0	261	1,536,395**	0.054	0.006
	1966	75	8	137	27	108	272	1,768,458**	0.042	0.005
	1967	70	12	229	39	18	286	2,179,739**	0.032	0.006
	1968	71	15*	306	37	6	349	2,498,848**	0.028	0.005
	1969	63	10*	132	22	4	158	2,736,596**	0.023	0.003
	1970	55	8	118	24	4 <sub>b</sub>	146	2,684,552**	0.020	0.003
	1971PREL	47	8*	174	23	6	203	2,599,000***	¥ 0.018	0.002

\* INCLUDES MIDAIR COLLISIONS NONFATAL TO AIR CARRIER OCCUPANTS, EXCLUDED IN FATAL ACCIDENT RATES (1968-2, 1969-1, 1971-2).

\*\* NONREVENUE MILES OF THE SUPPLEMENTAL AIR CARRIERS ARE NOT REPORTED.

# ESTIMATED BY CAB.

NOTE--SABOTAGE ACCIDENTS OCCURRING 5/22/62 AND 5/7/64 ARE INCLUDED IN ALL COMPUTATIONS EXCEPT RATES.

> NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 19, 1972

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### ACCIDENTS, ACCIDENT RATES AND FATALITIES U. S. CERTIFICATED ROUTE CARRIERS (ALL OPERATIONS) 1961 - 1971

ACCIDENT RATE PER MILLION

		DENTO			ATRCDAFT	AIRCRAFT-MILES FLOWN			
	ACCI	DENTS		FATALI	1152		AIRCRAFT- MILES FLOWN	TOTAL	FATAL
YEAR	TOTAL	FATAL	PASG	CREW	OTH	TOT	(000)	ACCIDENTS	ACCIDENTS
			-				and any dis and the size of a cap an and		
1961	78	8	124	24	1	149	1,056,059	0.073	0.007
1962	63	.9	279	45	3	327	1,117,104	0.055	0.007
1963	66	10	222	37	0	259	1,180,620	0.056	0.008
1964	70	12	200	33	1	234	1,286,029	0.054	0.009
1965	73	8	226	30	0	256	1,473,744	0.050	0.005
1966	69	6	59	20	107	186	1,683,547	0.041	0.004
1967	66.	11	229	36	18	283	2,083,668	0.032	0.005
1968	62	14*	305	37	6	348	2,385,309	0.026	0.005
1969	61	10*	132	22	4	158	2,620,803	0.023	0.003
1970	49	5	72	9	4	85	2,591,706	0.019	0.002
1971PREL	46	8*	174	23	6	203	2,500,000**	0.018	0.002

INCLUDES MIDAIR COLLISIONS NONFATAL TO AIR CARRIER OCCUPANTS, EXCLUDED IN FATAL ACCIDENT RATES (1968-2, 1969-1, 1971-2).

\*\* ESTIMATED BY CAB.

NOTE--SABOTAGE ACCIDENTS OCCURRING 5/22/62 AND 5/7/64 ARE INCLUDED IN ALL COMPUTATIONS EXCEPT RATES.

> NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 19, 1972

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### ACCIDENTS, ACCIDENT RATES CERTIFICATED ROUTE AIR CARRIERS ALL SCHEDULED SERVICE 1961 - 1971

						ACCIDENT RATES					
ACCIDENTS		- NTC	AIRCRAFT-			PER MI AIRCRAF	LLION T-MILES	PER 10 AIRCRAF	0,000 T-HOURS	PER 100,000 DEPARTURES	
YEAR	TOTAL	FATAL	MILES FLOWN (000)	AIRCRAFT- HOURS FLOWN	DEPARTURES	TOTAL ACCIDENTS	FATAL ACCIDENTS	TOTAL ACCIDENTS	FATAL ACCIDENTS	TOTAL ACCIDENTS	FATAL ACCIDENTS
1961	66	6	969,656	3,654,503	3,750,364	0.068	0.006	1.806	0.164	1.760	0.160
1962	47	6	1,009,684	3,491,174	3,660,245	0.046	0.005	1.318	0.143	1.257	0.137
1963	54	6	1,094,525	3,604,228	3,787,779	0.049	0.005	1.498	0.166	1.426	0.158
1964	59	11	1,189,135	3,774,771	3,954,083	0.049	0.008	1.537	0.265	1.467	0.253
1965	65	8	1,353,499	4,071,987	4,197,489	0.048	0.006	1.596	0.196	1.549	0.191
1966	56	5	1,482,273	4,232,982	4,373,229	0.038	0.003	1.323	0.118	1.281	0.114
1967	54	8	1,833,563	4,924,080	4,945,969	0.029	0.004	1.097	0.162	1.092	0.162
1968	56	13*	2,146,038	5,521,931	5,299,987	0.026	0.005	1.014	0.199	1.057	0.208
1969	51	8	2,385,082	5,892,254	5,377,302	0.021	0.003	0.866	0.136	0.948	0.149
1970	43	4	2,417,550	5,780,503	5,100,201	0.018	0.002	0.744	0.069	0.843	0.078
19 <b>71</b> PREL	42	7*	2,340,000**	5,530,000**	4,860,000**	<sup>k</sup> 0.018	0.002	0.759	0.090	0.864	0.103

\* INCLUDES 2 MIDAIR COLLISIONS NONFATAL TO AIR CARRIER OCCUPANTS, EXCLUDED IN FATAL ACCIDENT RATES.

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\*\* ESTIMATED BY CAB.

NOTE--SABOTAGE ACCIDENTS OCCURRING 5/22/62 AND 5/7/64 ARE INCLUDED IN ALL COMPUTATIONS EXCEPT RATES. NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 19, 1972

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#### ACCIDENTS, FATALITIES, FATALITY RATES U. S. CERTIFICATED ROUTE AIR CARRIERS SCHEDULED DOMESTIC AND INTERNATIONAL PASSENGER SERVICE 1961 - 1971

	ACCIDENTS		F	ATAL	ITIES		PASSENGERS	PASSENGER- MILES FLOWN	RATE PER 100 MILLION PASSENGER-	
YEAR	TOTAL	FATAL	PASG	CREW	0TH	тот	CARRIED**	(000)	MILES FLOWN	
1961	58	5	124	11	1	136	58,411,977	41,701,560	0.298	
1962	43	5	158	25	0	183	62,548,399	45,853,343	0.264	
1963	49	5	121	24	0	145	71,437,828	52,703,333	0.230	
1964	53	9	200	26	1	227	81,762,273	61,022,488	0.261	
1965	63	7	226	27	0	253	94,662,314	71,796,399	0.315	
1966	53	4	59	13	0	72	109,390,556	83,142,197	0.071	
1967	51	8	226	24	5	255	132,088,038	103,381,996	0.219	
1968	53	13*	305	34	6	345	150,162,701	119,612,578	0.255	
1969	48	7	132	17	3	152	159,213,414	132,161,593	0.100	
1970	39	2	2	0	1	3	171,697,097	139,022,475	0.001	
1971P	39	6*	174	14	6	194	172,000,000#	142,000,000#	0.122	

P PRELIMINARY

\* INCLUDES MIDAIR COLLISIONS NONFATAL TO AIR CARRIER OCCUPANTS,

\*\* BEGINNING IN 1970, CARRIERS WERE REQUIRED TO REPORT REVENUE PASSENGER ENPLANEMENTS, WHEREAS PRIOR TO 1970 REVENUE PASSENGER ORIGINATIONS WERE REPORTED.

# ESTIMATED BY CAB.

NOTE--PASSENGER DEATHS OCCURRING IN SABOTAGE ACCIDENTS ARE INCLUDED IN THE PASSENGER FATALITY COLUMN BUT EXCLUDED IN THE COMPUTATION OF PASSENGER FATALITY RATES(1962-37, 1964-41).

> NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 19, 1972

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PASG FATALITY

### ACCIDENTS, FATALITIES, FATALITY RATES U. S. CERTIFICATED ROUTE AIR CARRIERS SCHEDULED DOMESTIC PASSENGER SERVICE 1961 - 1971

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	ACCI	DENTS	f	ATAL	ITIES			PASSENGER-	RATE PER 100 MILLION PASSENGER-	
YEAR	TOTAL	FATAL	PASG	CREW	отн	тот	PASSENGERS CARRIED**	MILES FLOWN (000)	MILES FLOWN	
1961	56	5	124	11	1	136	52,712,556	32,547,998	0.381	
1962	35	5	158	25	0	183	55,949,948	35,287,129	0.343	
1963	39	4	48	16	0	64	63,924,577	40,263,416	0.119	
1964	45	6	106	14	0	120	72,987,736	46,044,743	0.141	
1965	55	6	205	18	0	223	84,466,884	54,254,616	0.378	
1966	50	4	59	13	0	72	97,745,566	62,964,948	0.094	
1967	43	8	226	24	5	255	118,663,542	78,911,773	0.286	
1968	42	11*	258	24	6	288	134,434,632	91,668,180	0.281	
1969	36	7	132	17	3	152	142,364,035	100,815,837	0.131	
1970	31	1	0	0	1	1	155,097,644	109,183,837	0	
1971P	31	6*	174	14	6	194	154,000,000#	111,000,000#	0.157	

P PRELIMINARY

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\* INCLUDES 2 MIDAIR COLLISIONS NONFATAL TO AIR CARRIER OCCUPANTS.

\*\* BEGINNING IN 1970, CARRIERS WERE REQUIRED TO REPORT REVENUE PASSENGER ENPLANEMENTS, WHEREAS PRIOR TO 1970 REVENUE PASSENGER ORIGINATIONS WERE REPORTED.

# ESTIMATED BY CAB.

NOTE--PASSENGER DEATHS OCCURRING IN SABOTAGE ACCIDENTS ARE INCLUDED IN THE PASSENGER FATALITY COLUMN BUT EXCLUDED IN THE COMPUTATION OF PASSENGER FATALITY RATES(1962-37, 1964-41). -23-

PASG FATALITY

### ACCIDENTS, FATALITIES, FATALITY RATES U. S. CERTIFICATED ROUTE AIR CARRIERS SCHEDULED INTERNATIONAL PASSENGER SERVICE 1961 - 1971

•	ACCIDENTS		f	ATAL	ITIES		PASSENGERS	PASSENGER- MILES FLOWN	RATE PER 100 MILLION PASSENGER-	
YEAR	TOTAL	FATAL	PASG	CREW	отн 	TOT	CARR I ED*	(000)	MILES FLOWN	
1961	2	0	0	0	0	0	5,699,421	9,153,562	0	
1962	8	0	0	0	0	0	6,598,451	10,566,214	0	
1963	10	1	73	8	0	81	7,513,251	12,439,917	0.587	
1964	8	3	94	12	1	107	8,774,537	14,977,745	0.628	
1965	8	1	21	9	0	30	10,195,430	17,541,783	0.120	
1966	3	0	0	0	0	0	11,644,990	20,177,249	0	
1967	8	0	• 0	0	0	0	13,424,496	24,470,223	0	
1968	11	2	47	10	0	57	15,728,069	27,944,398	0.168	
1969	12	0	0	0	0	0	16,849,379	31,345,756	0	
1970	8	1	2	0	Ó	2	16,599,453	29,838,638	0.007	
1971P	8	0	0	0	0	0	18,000,000**	31,000,000**	0	

P PRELIMINARY

\* BEGINNING IN 1970, CARRIERS WERE REQUIRED TO REPORT REVENUE PASSENGER ENPLANEMENTS, WHEREAS PRIOR TO 1970 REVENUE PASSENGER ORIGINATIONS WERE REPORTED.

\*\* ESTIMATED BY CAB.

NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 19, 1972

PASG FATALITY

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### ACCIDENTS, ACCIDENT RATES AND FATALITIES U. S. SUPPLEMENTAL AIR CARRIERS (ALL OPERATIONS)

### 1961 - 1971

### ACCIDENT RATE PER MILLION

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		DENTS			TICC		AIRCRAFT	AIRCRAFT-MILES FLOWN		
				FATALI			MILES FLOWN	TOTAL	FATAL	
YEAR	TOTAL	FATAL	P A S G	CREW	0TH 	TOT	(000)	ACC IDENTS	ACCIDENTS	
1961	6	3	151	11	0	162	47,983	0.125	0.062	
1962	7	1	0	3	0	3	53,270	0.131	0.019	
1963	11	3	1	4	0	5	50,692*	0.217	0.059	
1964	9	1	2	2	0	4	50,838*	0.177	0.020	
1965	10	1	0	5	0	5	62,651*	0.160	0.016	
1966	6	2	78	7	1	86	84,911*	0.071	0.024	
1967	4	1	0	3	0	3	96,071*	0.042	0.010	
1968	9	1	1	0	0	1	113,540*	0.079	0.009	
1969	2	0	0	0	0	0	115,793*	0.017	0	
1970	6	3	46	15	0	61	92,846*	0.065	0.032	
1971PREL	1	0	0	0	0	0	99,000*#	0.010	0	

\* NONREVENUE MILES NOT REPORTED.

# ESTIMATED BY CAB.

### NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 19, 1972

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### ACCIDENTS, FATALITIES, FATALITY RATES U. S. SUPPLEMENTAL AIR CARRIERS PASSENGER OPERATIONS (CIVIL AND MILITARY) 1961 - 1971

	ACCIDENTS		FATALITIES					PASSENGER- MILES FLOWN	RATE PER 100 MILLION PASSENGER-
YEAR	TOTAL	FATAL	PASG	CREW	отн	TOT	PASSENGERS	(000)	MILES FLOWN
-									
1961	2	2	151	9	0	160	978,171	1,543,027	9.786
1962	1	0	0	0	0	0	823,383	1,789,154	0
1963	2	0	0	, <b>0</b>	0	0	749,164	1,533,810	Ο
1964	0	0	0	0	0	0	674,489	1,502,018	0
1965	O	0	0	0	0	0	1,060,206	2,489,173	0
1966	1	1	78	5	0	83	1,597,911	4,125,445	1.891
1967	0	0	0	0	0	0	2,315,820	5,995,901	0
1968	3	1	1	. O <sup>1</sup>	0	1	2,669,466	8,885,783	0.011
1969	0	0	0	0	0	0	3,705,975	11,134,706	0
1970	2	1	46	. 1	0	47	2,950,224	10,284,177	0.447
1971P	0	0	0	0	0	0	3,300,000*	11,000,000*	0
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P PRELIMINARY

\* ESTIMATED BY CAB.

NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 19, 1972

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PASG FATALITY

### ACCIDENTS, FATALITIES, RATES U. S. GENERAL AVIATION 1961 - 1971

ACCIDENT RATES

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AC	IDENTS		AIRCRAFT- Hours flown	AIRCRAFT- MILES FLOWN	PER 10 AIRCF HOURS	RAFT-	AIRC	ILLION RAFT- FLOWN
YEAR TOT	L FATAL	FATALITIES		(000)**	TOTAL		TOTAL	FATAL
1961 4,6	25 426	761	13,602	1,857,946	34.0	3.13	2。49	0.229
1962 4,84	+0 430	857	14,500	1,964,586	33.4	2.97	2.46	0.219
1963 4,6	90 482	893	15,106	2,048,574	31.0	3.19	2.29	0.235
1964 5,0	9 526	1,083	15,738	2,180,818	32.2	3.34	2.32	0.241
1965 5,1	96 538	1,029	16,733	2,562,380	31.1	3.22	2.03	0.210
1966 5,7	.2 573	1,149##	21,023	3,336,138	27.2	2.73	1.71	0.172
1967 6,1	.5 603	1,333##	22,153	3,439,964	27.6	2.72	1.78	0.175
1968* 4,9	8# 692#	1,399	24,053	3,740,000	20.6	2.86	1.33	0.184
1969 4,7	647	1,495##	25,351	3,926,461	18.8	2.55	1.21	0.164
1970 4,6	0 622	1,254	26,000	3,200,000	17.8	2.39	1.45	0.194
1971P 4,6	36 651	1,322	26,400EST	3,700,000EST	17.8	2.47	1.27	0.176

P PRELIMINARY

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COMMENCING JANUARY 1, 1968, THE DEFINITION OF SUBSTANTIAL DAMAGE WAS CHANGED, THEREFORE, FEWER ACCIDENTS WERE REPORTED. CARE SHOULD BE USED IN COMPARING WITH SIMILAR DATA FOR PRIOR YEARS.

# THREE SUICIDE/SABOTAGE ACCIDENTS INCLUDED IN ALL COMPUTATIONS EXCEPT RATES.

\*\* SOURCE FAA

## INCLUDES AIR CARRIER FATALITIES(1966-2, 1967-104, 1969-82) WHEN IN COLLISION WITH GENERAL AVIATION AIRCRAFT.

> NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591 JANUARY 25, 1972

SECTION III

LISTING AND BRIEFS OF ACCIDENTS U. S. AIR CARRIERS ALL OPERATIONS 1971

### U. S. AIR CARRIER ACCIDENTS ALL OPERATIONS 1971(PRELIMINARY)

FILE NUMBER ======	AIRCRAF REGIST. =======	T DATE ====	LOCATION	AIRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
I040	N8967U	010371	NKANSAS CITY,MO	DOUGLAS	DC-8	SERIOUS
N078	N60942	010971	EDISON,NJ	CESSNA	150	FATAL
N078	N7595A	010971	ED I SON, NJ	BOEING	707	FATAL
M059	N3325L	011171	JACKSON,MISS	DOUGLAS	DC-9	NONE
N088	N250PA	020771	NWILMINGTON, NC	BOEING	747	SERIDUS
F044	N4749	020771	NTAMPA,FLA	BOEING	727	SERIOUS
A040	N10012	021071	NONDALTON, ALAS	CURTISS WRT	C-46	SERIOUS
M071	N92S	021771	GULFPORT, MISS	DOUGLAS	DC-9	NONE
K047	N1934	022671	ST.LOUIS,MO	BOEING	727	NONE
K049	N14ST	031871	WICHITA,KANS	LOCKHEED GA	382	NONE
C068	N6816	032971	NCINCINNATI, OHIO	BOEING	727	SERIOUS
Z009	N3166	033171	ONTARIO APT CALIF	BOEING	B-720B	FATAL
C070	N7892	040171	CHICAGO,ILL	BOEING	727	SERIOUS
A053	N1564U	041671	NEGEGIK, ALAS	CESSNA	207	SERIOUS
I049	N740N	050771	CHARLOTTE, NC	BOEING	737	SERIOUS
C084	N8131N	051471	NYORK, PA	BOEING	727	SERIOUS
P045	N8091U	051571	SAN FRANCISCO,CAL	DOUGLAS	DC-8	SERIOUS
N113	N812E	051871	NEWARK, NJ	DOUGLAS	DC-8	SERIOUS
F078	N1304T	052271	NMCALLEN, TEX	DOUGLAS	DC-9	MINOR
A059	N1956U	052371	SWIKSHAK, ALAS	CESSNA 1	85E	NONE
Z010	USN5145	8060671	DUAR TE, CALIF	MCDONNELL	F4B	FATAL
Z010	N9345	060671	DUARTE, CALIF	DOUGLAS	DC-9	FATAL
Z011	N5832	060771	NEW HAVEN, CONN	CONVAIR	580	FATAL
D046	N32719	060871	NDENVER, COLO	BOEING	727	SERIOUS
N008	N423PA	062071	NO.PACIFIC OCEAN	BOEING	707	SERIOUS
Z006	N606US	062071	TOKYO, JAPAN	BOEING	747	NONE

### U. S. AIR CARRIER ACCIDENTS ALL OPERATIONS 1971(PRELIMINARY)

NU	FILE JMBER =====	AIRCRAF REGIST.	DATE ====		LOCATION =======	AIRCRAI MAKE ====	FT MODEL =====	INJURY INDEX =====
	N128	N91117T	062971	PARI	S, FRANCE	BOEING	747	SERIOUS
	D001	N7020U	071971	DENV	/ER,COLO	BOEING	727	MINOR
	C008	N4713U	072371	CHIC	CAGO,ILL	BOEING	747	SERIOUS
	Z001	N461PA	072471	NM AN 1	ILA,PI	BOEING	707	FATAL
	C011	N8975U	072671	NO.F	PACIFIC OCEAN	DOUGLAS	DC-8	SERIOUS
	Z002	N747PA	073071	SAN	FRANCISCO,CAL	BOEING	747	SERIOUS
	L011	N61011	080471	COMF	TON, CALIF	CESSNA	150	SERIOUS
	L011	N47330	080471	COMF	TON, CALIF	BOEING	707	SERIOUS
	N019	N8803E	080571	SPAR	RTENBURG, SC	CONVAIR	880	SERIOUS
	P005	N7415	080871	HONC	DLULU, HAWAII	VICKERS	745D	NONE
	JZ01	N8051U	081471	YOKC	TA AFB, JAPAN	DOUGLAS	DC-8F	NONE
	A010	N2854T	081671	AKIA	AK, ALAS	PILATUS	PC6-B	NONE
	M014	N3316L	081871	SAVA	ANN AH, GA	DOUGLAS	DC-9	NONE
	N028	N5844	082071	ΡΙΤΊ	SBURGH, PA	CONVAIR	580	NONE
	Z003	N2969G	090471	NJUNE	AU,ALAS	BOEING	727	FATAL
	N045	N794TW	092371	NBARO	CELONA SPAIN	BOEING	707	SERIOUS
	C034	N3308L	100971	CHIC	CAGO, ILL	DOUGLAS	DC-9	FATAL
	N086	N8760	111371	NO•P	ACIFIC OCEAN	BOEING	707	SERIOUS
	C045	N7577U	111771	NMILW	AUKEE, WIS	BOEING	727	NONE
	D025	N21FW	112471	NGREE	LEY,COLO	BEECH	994	NONE
	N074	N2110F	120471	RALE	IGH, NC	CESSNA	206	FATAL
	N074	N8943E	120471	RALE	IGH,NC	DOUGLAS	DC-9	FATAL
	N079	N781TW	121271	NKING	STON, NY	BOEING	707	SERIOUS
	F037	N1923T	121771	HOUS	STON, TEX	BEECH	99A	NONE
	M060	N8613	122371	NO • A	TLANTIC OCEAN	DOUGLAS	DC-8	SERIOUS

# NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D. C. 20591

### U. S. AIR CARRIERS

## ALL OPERATIONS 1971

### PRELIMINARY INFORMATION

### LISTED IN DATE ORDER

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES FLIGHT F S M/N PURPOSE		PILOT DATA
-I040	1/3/71 NR.KANSAS CITY,MO TIME - 0535	DOUGLAS DC-8 N8967U DAMAGE-NONE	CR- 0 0 8 SCHED DOM P/ PX- 0 1108	ASSG SRV NOT	AVAILABLE
	OPERATOR - UNITED AIR LINES TYPE OF ACCIDENT TURBULENCE	,INC.	PHASE, OF OPERATION IN FLIGHT NORMAL		
	UNDER INVESTIGATION REMARKS- FLT LEVEL 370.				
-N078	1/9/71 EDISON,NJ TIME - 1621 TYPE OF ACCIDENT	CESSNA 150 N60942 DAMAGE-DESTROYED	CR- 2 0 0 INSTRUCTION PX- 0 0 0 DUAL OT- 0 0 21 PHASE OF OPERATION	AL NOT	AVAILABLE
	COLLISION WITH AIRCRAFT	BOTH IN FLIGHT	IN FLIGHT NORMAL	CRUISE	
		•			
-N078	1/9/71 EDISON,NJ TIME - 1621	BOEING 707 N7595A DAMAGE-SUBSTANTIAL	PX- 0 0 14	ASSG SRV NOT	AVAILABLE
	OPERATOR - AMERICAN AIRLINE TYPE OF ACCIDENT COLLISION WITH AIRCRAFT		PHASE OF OPERATION IN FLIGHT DESCENT	DING	
	° UNDER INVESTIGATION REMARKS- B-707 BEING RADAR	VECTORED TO NEWARK ARP1	на станование и славно сла На станование славно славно На станование славно		

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FILE	DATE LOCATION	AIRCRAFT DATA	INJURIE F S		FLIGHT PURPOSE	PILOT DATA	
-M059	1/11/71 JACKSON,MISS TIME - 2051	DOUGLAS DC-9 N3325L DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0		SCHED DOM PASSG SRV	NOT AVAILABLE	
	OPERATOR - DELTA AIR LINES,ING TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE				OPERATION G ROLL		
	UNDER INVESTIGATION REMARKS- NOSE GEAR COLLAPSED.	WEA-INDEF CLG,FOG,V	IS 1/8 MI.				
				-			
-N088	2/7/71 NR.WILMINGTON,NC TIME - 1630	BOEING 747 N250PA DAMAGE-MINOR	PX- 0 2		SCHED INTERNATL PASSG	SRV NUT AVAILABLE	
	OPERATOR - PAN AMERICAN WORLD TYPE OF ACCIDENT TURBULENCE	AIRWAYS, INC.			OPERATION GHT NORMAL CRUISE		
	UNDER INVESTIGATION REMARKS- WEA-TSTM IN AREA	•					
-F044	2/7/71 NR.TAMPA,FLA TIME - 2039	BOEING 727 N4749	CR- 0 1 PX- 0 0		SCHED DOM PASSG SRV	NOT AVAILABLE	
	OPERATOR - NATIONAL AIRLINES, TYPE OF ACCIDENT TURBULENCE	DAMAGE-NONE INC			OPERATION GHT NORMAL CRUISE		
	UNDER INVESTIGATION REMARKS- SEVERE TURB OF SHORT	DURATION.	•				
-A040	2/10/71 NONDALTON,ALAS TIME - 1305	CURTISS WRT C-46 N10012	CR- 0 2 PX- 0 0		NS/CTR REVENUE CARGO D	OM NOT AVAILABLE	
	OPERATOR - REEVE ALEUTIAN AIR TYPE OF ACCIDENT NOSE OVER/DOWN	DAMAGE-SUBSTANTIAL WAYS,INC.			OPERATION G ROLL		
	UNDER INVESTIGATION						
-0003	2/17/71 GULFPORT,MISS TIME - 0809	DOUGLAS DC9-15 N92S DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0	) 4 ) 7	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 44, 16112 TOTAL HOURS, 1324 IN TYPE, INSTRUMEN	١Т
	NAME OF AIRPORT - GULFPORT MU OPERATOR - SOUTHERN AIRWAYS,IN DEPARTURE POINT IN NEW ORLEANS,LA TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES		РНА	ORLAN	OUTE STOP DOJFLA OPERATION. G FINAL APPROACH	RATED.	
	PROBABLE CAUSE(S) COPILOT - IMPROPER IFR OPER/ PILOT IN COMMAND - DIVERTED MISCELLANEOUS ACTS,CONDITION REMARKS- INADEQUATE MONITORING	ATTENTION FROM OPERA	READ OR EAT	LED T	D READ	ABLISH VISUAL CTC.	

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FILE	DATE	LOCATION	AIRCRAFT DATA		JURIES F S M/N	PL	_IGHT JRPOSE			PILOT C	ΑΤΑ	
	2/26/71	ST.LOUIS,MO 3	BOEING 727 N1934 DAMAGE-SUBSTANTIAL NC.	CR- PX-	$\begin{array}{ccc} 0 & 0 & 6 \\ 0 & 0 & 84 \end{array}$	SCHED	DOM PASS	G SRV	NOT	AVAILABLE		
	OPERATOR - TYPE OF AC GEAR COL		NC •		PHASE C	F OPER						
	UNDER INVE REMARKS- L	STIGATION MG TRUNION SUPPORT B	EAM FAILED.									
-K049	3/18/71 TIME - 110	WICHITA,KANS 3	LOCKHEED GA 382 N14ST DAMAGE-SUBSTANTIAL	РХ-	0 0 4 0 0 0	MILIT	FARY CTR C	ARGO DOM	NOT	AVAILABLE		
	TYPE OF AC	SATURN AIRWAYS,INC. CIDENT ATER LOOP-SWERVE			PHASE ( LAND)	IF OPER NG RC					t	
	UNDER INVE FIRE AFTER REMARKS-		TING TO 44K.									(
										• •		·
-C068	3/29/71 N TIME - 074	R.CINCINNATI,OHIO 5	BOEING 727 N6816 DAMAGE-NONE		$\begin{array}{ccc} 0 & 1 & 6 \\ 0 & 0 & 30 \end{array}$	SCHED	DOM PASS	G SR V	NOT	AVAILABLE		
	OPERATOR - TYPE OF AC TURBULEN		NC •				RATION DESCENDIN					
	UNDER INVE REMARKS- D	STIGATION ESCENT FROM FL 240 T	0 200.									
							1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -					
-Z009	3/31/71 TIME - 063	ONTARIO APT CALIF 3	BDEING B-720B N3166 DAMAGE-DESTROYED	РХ-	5 0 0 0 0 0	TRAIN	ING		NOT	AVAILABLE		
	TYPE OF AC	WESTERN AIR LINES,I CIDENT N WITH GROUND/WATER	NC.		PHASE C LANDI		ATION - AROUND					
	UNDER INVE FIRE AFTER							н — 				

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				CIDENTS		
FILE	DATE LOCATION	AIRCRAFT DATA	INJ F	JURIES = SM/N	FLIGHT PURPOSE	PILOT DATA
	4/1/71 CHICAGO,ILL TIME - 2205	BOEING 727	CR-		SCHED DOM PASSG SRV	
	OPERATOR - TRANS WORLD A TYPE OF ACCIDENT MISCELLANEOUS				F OPERATION C IDLING ENGINE(S)	
	UNDER INVESTIGATION REMARKS- UNWARRANTED, UN	PREPARED EVACUATION OF AC	FT			
-4053	4/16/71 NR.EGEGIK,ALAS TIME - 1316	N1564U DAMAGE-SUBSTANTIAL	PX-	$\begin{array}{cccc} 0 & 1 & 0 \\ 0 & 0 & 0 \end{array}$	SCHED DOM CARGO SRV	NOT AVAILABLE
	OPERATOR - WESTERN ALASK TYPE OF ACCIDENT COLLISION WITH GROUND/				F OPERATION IGHT NORMAL CRUISE	
	UNDER INVESTIGATION REMARKS- MAIL FLT.					
-1049	5/7/71 CHARLOTTE,NC TIME - 1045	BOEING 737 N740N DAMAGE-NONE		0 1 58	SCHED DOM PASSG SRV	NOT AVAILABLE
	OPERATOR - PIEDMONT AVIA TYPE OF ACCIDENT FIRE OR EXPLOSION ON				F OPERATION C STARTING ENGINE(S)	
	UNDER INVESTIGATION REMARKS- FIRE WARNING LT	• EVACUATION OK.				
-C084	5/14/71 NR.YORK,PA TIME - 1917	BOEING 727 N8131N DAMAGE-NONE		0 0 6 0 1 94	SCHED DOM PASSG SRV	NOT AVAILABLE
	OPERATOR - EASTERN AIR L TYPE OF ACCIDENT TURBULENCE				DF OPERATION IGHT NORMAL CRUISE	
	UNDER INVESTIGATION				· · ·	-
-P045	5/15/71 SAN FRANCISCO TIME - 1245	N8091U		0 0 7	SCHED DOM PASSG SRV	NOT AVAILABLE
	OPERATOR - UNITED AIR LI TYPE OF ACCIDENT MISCELLANEOUS	DAMAGE-NONE NES,INC.			OF OPERATION C STARTING ENGINE(S)	
	UNDER INVESTIGATION					

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FILE			AIRCRAFT DATA		JURIES F S M		FLIGH			PILOT DAT	ΓΑ
	5/18/71 NEWARK TIME - 1623		DOUGLAS DC-8 N812E DAMAGE-NONE	CR-	$\begin{array}{cc} 0 & 1 \\ 0 & 0 \end{array}$		SCHED DO	M PASSG SRV	NOT	AVAILABLE	
	OPERATOR - DELTA TYPE OF ACCIDENT MISCELLANEOUS	AIR LINES,INC					OPERATI F INITI	ON AL CLIMB			
	UNDER INVESTIGATI REMARKS- FLT ATTE		OKE WRIST.								
-F078	5/22/71 NR.MCALL TIME - 1315	EN, TEX	DDUGLAS DC-9 N1304T DAMAGE-SUBSTANTIAL	-	0 0 0 0		SCHED DO	M PASSG SRV	NOT	AVAILABLE	
	OPERATOR - TEXAS TYPE OF ACCIDENT MISCELLANEOUS	INTERNATIONAL	AIRLINES, INC.				OPERATI GHT CLI	ON MB TO CRUISE	Ē		
	UNDER INVESTIGATI REMARKS- MAIN CAB		OPEN AT 8000 FT MSL.	. DMGD	FUSEL	AGE	NEAR OPE	NING. LND O	<. ·		
-4059	5/23/71 SWIKSH TIME - 1000	AK, ALAS	CESSNA 85E N1956U DAMAGE-SUBSTANTIAL		0 0 0 0		SCHED DO	M PASSG SRV	NOT	AVAILABLE	
	OPERATOR - KODIAK TYPE OF ACCIDENT NOSE OVER/DOWN	AIRWAYS, INC.					OPERATI	ON			
	UNDER INVESTIGATI REMARKS- LND ON B										
-Z010	6/6/71 DUARTE TIME - 1811	,CALIF	MCDONNELL F4B USN51458 DAMAGE-DESTROYED	ΡX-		0	MISCELLA OTHER PU		NOT	AVAILABLE	
	TYPE OF ACCIDENT COLLISION WITH	AIRCRAFT BOT			PHAS	E OF	OPERATI GHT OTH				
	UNDER INVESTIGATI FIRE AFTER IMPACT REMARKS- R/O PARA		•								

		· ·	BRI	EFS OF A	CCIDENTS			
	DATE		AIRCRAFT DATA		F S M/N	FLIGHT PURPOSE	PILOT DATA	
	6/6/71 TIME - 18 OPERATOR TYPE OF /	DUARTE,CALIF 311 - AIR WEST,INC.	N9345 DAMAGE-DESTROYED	CR-	5 0 0 44 0 0 1 0 1 PHASE 0	SCHED DOM PASSG SRV DF OPERATION IGHT CLIMB TO CRUISE		
	UNDER IN FIRE AFTI	VESTIGATION ER IMPACT	AND DC-9 COLLIDED AT	15150 F				
-Z011	6/7/71	NEW HAVEN,CONN 949	CONVAIR 580 N5832 DAMAGE-DESTROYED	PX-	2 1 0 26 2 0	SCHED DOM PASSG SRV	NOT AVAILABLE	
	TYPE OF	- ALLEGHENY AIRLIN ACCIDENT ED WITH WIRES/POLE	ES,INC.			DF OPERATION ING FINAL APPROACH		
	FIRE AFT	VESTIGATION ER IMPACT HIT WIRES,CRASHED	INTO RESIDENCES.					-38- -
<b>-</b> D046	6/8/71 TIME - 1	NR•DENVER, COLD 540	BOEING 727 N32719 DAMAGE-NONE	CR- PX-	$\begin{array}{ccc} 0 & 0 & 8 \\ 0 & 1 & 71 \end{array}$	SCHED DOM PASSG SRV	NOT AVAILABLE	
	OPERATOR TYPE OF TURBUL	- CONTINENTAL AIR ACCIDENT	LINES, INC.			DF OPERATION _IGHT CLIMB TO CRUISE		
	UNDER IN	VESTIGATION						
			an an galaiste an staite an stàite an stài An stàite an		* *		ι	
-N008		ND.PACIFIC OCEAN 418	BOEING 707 N423PA DAMAGE-NONE	С R – Р X –	0 0 8 0 2 68	SCHED INTERNATL PASS	G SRV NOT AVAILABLE	
	TYPE OF	- PAN AMERICAN WOR ACCIDENT ENCE	LD AIRWAYS, INC.			DF OPERATION _IGHT NORMAL CRUISE		
		VESTIGATION HIT SEVERE TURB.				•		

FILE	DATE LOCATION	AIRCRAFT DATA	F S M/N		PIL	OT DATA
-Z006	6/20/71 TOKYO,JAPAN TIME - 2235				PASSG SRV NOT AVAILA	BLE
	OPERATOR - NORTHWEST AIRLINES TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE			DF OPERATION DFF RUN		
	UNDER INVESTIGATION REMARKS- HIT CONCRETE DITCH.	INVEST UNDER JURISDIC	CTION OF GOVT (	DF JAPAN.		
-N128	6/29/71 PARIS, FRANCE TIME - 0805	BOEING 747 N91117TW DAMAGE-NONE	CR- 0 0 16 PX- 0 1171		PASSG SRV NOT AVAILA	ABLE
	OPERATOR - TRANS WORLD AIRLIN TYPE OF ACCIDENT MISCELLANEOUS	ES,INC.		DF OPERATION IC ~ OTHER		
	UNDER INVESTIGATION REMARKS- EMERG EVAC DUE BOMB	THREAT. PAX INJURIES	DURING EVAC.			
-D001	7/19/71 DENVER,COLO TIME - 1036	BOEING 727 N7020U DAMAGE-SUBSTANTIAL	CR- 0 0 6 PX- 0 0 93		SRV NOT AVAILA	BLE
	OPERATOR - UNITED AIR LINES, I TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE			DF OPERATION ING ROLL		
	UNDER INVESTIGATION		-			
-C008	7/23/71 CHICAGO,ILL TIME - 1405	BOEING 747 N4713U DAMAGE-MINDR	CR- 0 0 16 PX- 0 2180	SCHED DOM PASSG S	SRV NOT AVAILA	BLE
	OPERATOR - UNITED AIR LINES, IT TYPE OF ACCIDENT FIRE OR EXPLOSION ON GROUND	NC .		DF OPERATION FROM LANDING		
	UNDER INVESTIGATION REMARKS- FIRE NR 2 ENG.					
-Z001	7/24/71 NR.MANILA,PI TIME - 0023	BOEING 707 N461PA DAMAGE-DESTROYED	CR- 4 0 0 PX- 0 0 0	SCHED INTERNATL C	CARGO SRV NOT AVAILA	BLE
	OPERATOR - PAN AMERICAN WORLD TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	AIRWAYS, INC.		DF OPERATION ING INITIAL APPROA	асн	
	UNDER INVESTIGATION FIRE AFTER IMPACT		*			

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FILE	DATE LOCA	TION	AIRCRAFT DATA	IN	JURIES FSM,	N ·	FLIGHT PURPOSE		PILOT D	
	7/26/71 NO.PACIF TIME - 1052	IC OCEAN		CR-		7 M I			NOT AVAILABLE	
	OPERATOR - UNITED A TYPE OF ACCIDENT TURBULENCE	AIR LINES,IN					PERATION T NORMAL C	RUISE		
	UNDER INVESTIGATION REMARKS- WEA-TS		• FL 370.							
-Z002	7/30/71 SAN FRAM TIME - 1429	NCISCO,CAL	BOEING 747 N747PA		0 0 0 101		HED INTERNA	TL PASSG SR	V NOT AVAILABLE	
	OPERATOR - PAN AMER TYPE OF ACCIDENT COLLIDED WITH OF		DAMAGE-SUBSTANTIAL AIRWAYS,INC.				PERATION INITIAL CL	IMB		
	UNDER INVESTIGATION REMARKS- HIT ALS ST		TIONS OF WHICH PENET	RATED	CABIN	INJ 2	PAX.8 PAX	INJ DURG EV	ACUATION AFT LDG	•
-L011	8/4/71 COMPTON TIME - 2123		N61011	PX-	0 0	0 DU	STRUCTIONAL AL		NOT AVAILABLE	
	TYPE OF ACCIDENT COLLISION WITH A	IRCRAFT BOT	DAMAGE-DESTROYED H IN FLIGHT	OT-		E OF O	PERATION T OTHER	· · · ·		-40 <b>-</b>
	UNDER INVESTIGATION REMARKS- N61011 CR		Y DUMP.							
-L011	8/4/71 COMPTON TIME - 2123		BOEING 707 N47330 DAMAGE-SUBSTANTIAL	PX-	0 0	37	HED DOM PAS	SG SRV	NOT AVAILABLE	
	OPERATOR - CONTINE TYPE OF ACCIDENT COLLISION WITH A		ES, INC.		PHAS	E OF O	PERATION T DESCENDI		• • • • • • • • • • • • • • • • • • •	
	UNDER INVESTIGATION REMARKS- N47330 LNI									
-N019	8/5/71 SPARTEN TIME - 1810	BURG,SC	CONVAIR 880 N8803E	CR- PX-	0 1 0 0	5 SC 37	HED DOM PAS	SG SRV	NOT AVAILABLE	
	OPERATOR - DELTA A TYPE OF ACCIDENT TURBULENCE						PERATION T NORMAL C	RUISE		
	UNDER INVESTIGATION REMARKS- FLT ATTEN		n Allen an Seign						27 (g.) 12 - 14	t in Maria

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FILE	DATE LOCATION	AIRCRAFT DATA	IN	JURIES F S M/N	PURPOSE	PILOT DATA	
	8/8/71 HONOLULU,HAWAII TIME - 1728		CR- PX-		SCHED DOM PASSG SRV		
	OPERATOR - ALOHA AIRLINES,INC TYPE OF ACCIDENT FIRE OR EXPLOSION ON GROUN	•			DF OPERATION FROM LANDING		
	UNDER INVESTIGATION REMARKS- ELECTRICAL SHORT IN	LEFT BATTERY STARTED	FIRE.				
-JZ01	8/14/71 YOKOTA AFB,JAPAN TIME - 1627	DOUGLAS DC-8F N8051U DAMAGE-SUBSTANTIAL	PX-	0 0 4 0 0 0	MIL CONTRACT CARGO INT	L NOT AVAILABLE	
	OPERATOR - UNITED AIR LINES,I TYPE OF ACCIDENT MISCELLANEOUS				DF OPERATION DFF RUN		
	UNDER INVESTIGATION REMARKS- CARGO SHIFTED AFT. P	ENETRATED FUSELAGE.	ABORTE	D OK.			
-4010	8/16/71 AKIAK, ALAS TIME - 1551 OPERATOR - WIEN CONSOLIDATED TYPE OF ACCIDENT UNDERSHOOT	PILATUS PC6-B N2854T DAMAGE-SUBSTANTIAL AIRLINES,INC.	PX-	0 0 1 PHASE C	SCHED DOM CARGO SRV DF OPERATION ING FINAL APPROACH	NOT AVAILABLE	-14-
	UNDER INVESTIGATION FIRE AFTER IMPACT REMARKS- LND IN OVERRUN.						
-M014	8/18/71 SAVANNAH,GA TIME - 1505 OPERATOR - DELTA AIR LINES,IN TYPE OF ACCIDENT	DDUGLAS DC-9 N3316L DAMAGE-SUBSTANTIAL C.	PX-	0 0 56 PHASE C	DF OPERATION	NOT AVAILABLE	
	BIRD STRIKE UNDER INVESTIGATION REMARKS- HIT BUZZARD. RET AND	LND OK.		IN FL	IGHT CLIMB TO CRUISE		
-N028	8/20/71 PITTSBURGH,PA TIME - 2030 OPERATOR - ALLEGHENY AIRLINES TYPE OF ACCIDENT GEAR COLLAPSED	CONVAIR 580 N5844 DAMAGE-SUBSTANTIAL ,INC.		0 0 50 PHASE C	SCHED DOM PASSG SRV DF OPERATION ING ROLL	NOT AVAILABLE	
	UNDER INVESTIGATION						

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ILE	DATE LOCATION	AIRCRAFT DATA	F S M/N	PURPOSE	PILOT DATA
Z003	9/4/71 NR.JUNEAU,ALAS TIME - 1210	BOEING 727 N2969G DAMAGE-DESTROYED	CR- 7 0 0	SCHED DOM PASSG SRV	
	OPERATOR - ALASKA AIRLINES, TYPE OF ACCIDENT COLLISION WITH GROUND/WAT	INC.		DF OPERATION ING INITIAL APPROACH	
	UNDER INVESTIGATION REMARKS- HIT SLOPE OF RIDGE				
N045	9/23/71 NR.BARCELONA SPAIN TIME - 1003	N BOEING 707 N794TW DAMAGE-NONE	CR- 0 0 9 PX- 0 1110	SCHED INTERNATL PASS	G SRV NOT AVAILABLE
	OPERATOR - TRANS WORLD AIRL TYPE OF ACCIDENT TURBULENCE	INES, INC.		DF OPERATION .IGHT CLIMB TO CRUISE	•
	UNDER INVESTIGATION				
C034	10/9/71 CHICAGO,ILL TIME - 1855	DOUGLAS DC-9 N3308L DAMAGE-MINOR	CR- 0 0 4 PX- 0 0 12 OT- 1 0 0	SCHED DOM PASSG SRV	NOT AVAILABLE
	OPERATOR - DELTA AIR LINES, TYPE OF ACCIDENT MISCELLANEOUS		PHASE C	DF OPERATION IC PARKED-ENGINES NOT	OPERATING
	UNDER INVESTIGATION REMARKS- SUPPLY TRUCK STRUC	K PARKED ACFT THAT WAS	S LOADING PAX.		
N086	11/13/71 NO.PACIFIC OCEAN TIME - 0440	N BOEING 707 N8760 DAMAGE-NDNE	CR- 0 0 10 PX- 0 1 86	SCHED INTERNATL PASS	G SRV NOT AVAILABLE
	OPERATOR - TRANS WORLD AIRL TYPE OF ACCIDENT TURBULENCE			DF OPERATION IGHT NORMAL CRUISE	
	UNDER INVESTIGATION REMARKS- FLT743 ENRTE HONOL	ULU TO GUAM M.I. CLR	AIR TURBC AT FL3	350.SEAT BLT SGN OFF B	UT PAX ADVSD KEEP FSTN
C045	11/17/71 NR.MILWAUKEE,WIS TIME - 0811	BOEING 727 N7577U DAMAGE-SUBSTANTIA	PX- 0 0 28	SCHED DOM PASSG SRV	NOT AVAILABLE
	OPERATOR - UNITED AIR LINES TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC	S,INC.	PHASE C	DF OPERATION LIGHT CLIMB TO CRUISE	

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		BRIEF	S OF A	CC 1	IDEN	ТS				
FILE		AIRCRAFT DATA	IN	IJUF F	RIES S M	/N	FLIGHT PURPOSE		PILOT DATA	
	11/24/71 NR.GREELEY,COLO TIME - 1912	BEECH 99A N21FW DAMAGE-SUBSTANTIAL	С R — Р X —	0	0	2 6	SCHED DOM PASSG SRV	NOT	AVAILABLE	
	OPERATOR - FRONTIER AIRLIN TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE	NES, INC.		P		ΕO	F OPERATION IGHT DESCENDING			
	UNDER INVESTIGATION REMARKS- NR 2 ENG TEARAWAY	AFTER PROP BLADE SEPAR	ATED I	IN F	∶LT.	CO	NT FLT,LND OK.			
-N074	12/4/71 RALEIGH,NC TIME - 1346	CESSNA 206 N2110F DAMAGE-DESTROYED		1	0	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSI		AVAILABŁE	
	TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	BOTH IN FLIGHT					F OPERATION NG FINAL APPROACH			
	UNDER INVESTIGATION FIRE AFTER IMPACT									
-N074	12/4/71 RALEIGH,NC TIME - 1346	DDUGLAS DC-9 N8943E	РХ-	0	0	23	SCHED DOM PASSG SRV	NOT	AVAILABLE	
	OPERATOR - EASTERN AIR LIN TYPE OF ACCIDENT COLLISION WITH AIRCRAFT				2 0 0 PHASE OF OPERATION LANDING FINAL APPROACH				1	
	UNDER INVESTIGATION									
-N079	12/12/71 NR.KINGSTON,NY TIME - 1830	BOEING 707 N781TW DAMAGE-NONE	CR- PX-				SCHED DOM PASSG SRV	NOT	AVAILABLE	
	OPERATOR - TRANS WORLD AIRLINES, INC. TYPE OF ACCIDENT TURBULENCE			Ρ			F OPERATION IGHT DESCENDING			
	UNDER INVESTIGATION REMARKS- IN FLT TURB.	i								
-F037	12/17/71 HOUSTON, TEX TIME - 1527	BEECH 99A N1923T	PX-				SCHED DOM PASSG SRV	NOT	AVAILABLE	
		DAMAGE-SUBSTANTIAL			U	, 12				
	OPERATOR - TEXAS INTERNATI TYPE OF ACCIDENT WHEELS-UP	ONAL AIRLINES, INC.					F OPERATION NG LEVEL OFF/TOUCHDOWN			
	UNDER INVESTIGATION REMARKS- INTNTL WHEELS UP	LDG ON FOAMED RWY.								

			BRIE	FS OF ACCIDENTS				
FILE	DATE L	OCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE		PILOT DATA	
M060	12/23/71 NO.AT TIME - 1340	LANTIC OCEAN	DOUGLAS DC-8 N8613 DAMAGE-NONE	CR- 0 1 6 PX- 0 0135	SCHED INTERNATL	PASSG SRV NOT	AVAILABLE	
	OPERATOR - EASTE	RN AIR LINES,	INC.					4
	TYPE OF ACCIDENT TURBULENCE		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE					f I
	UNDER INVESTIGAT	LION						

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REMARKS- FL 33 ENROUTE PUERTO RICO.

### LIST OF ABBREVIATIONS USED IN BRIEFS

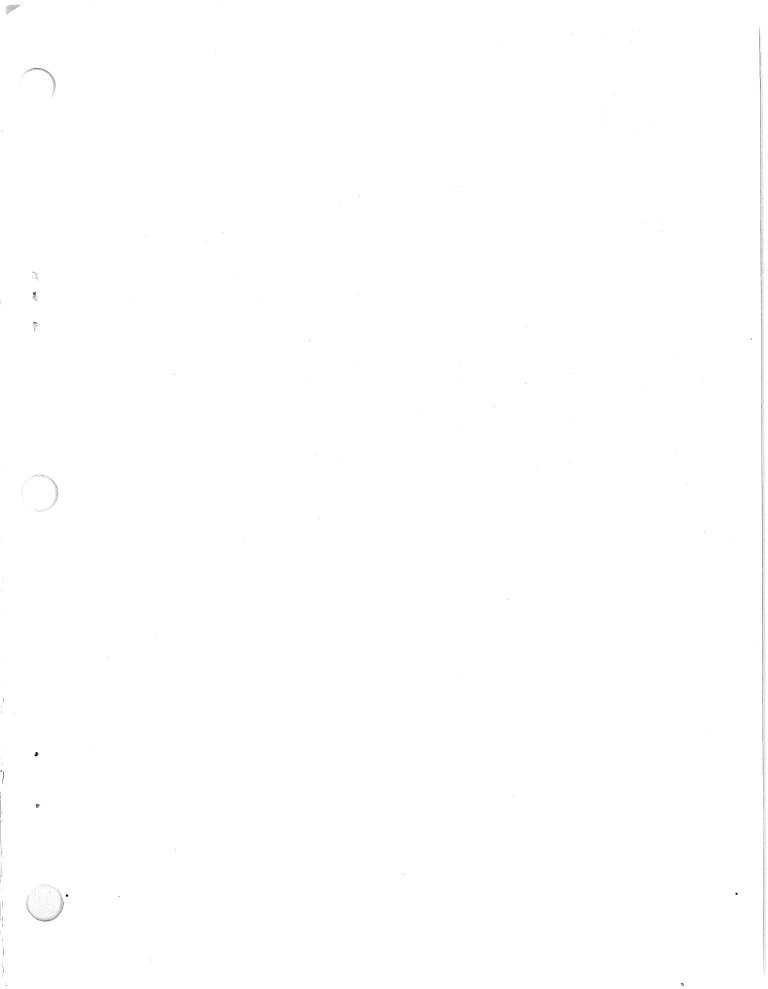
### ABBREVIATION

### MEANING

AERIAL ADVERTISE ATR, FLIGHT INSTR. AIR SHOW/RACING AIR TAXI-CARGO AIR TAXI-PASSG APPROACH CTL-DEPARTURE APR CTL-TOW ENRT CTL SRV ASSOC CROP CTL ACTIVITIES ASSOC FIRE CTL ACTIVITIES COMMERCIAL, FLIGHT. INSTR. CORP/EXEC CR-CTR CARGO-D CTR CARGO-I CTR PASSG-D CTR PASSG-I LAST ENROUTE STOP MAPPING/PHOTO MIL CONTRACT CARGO INTL MIL CONTRACT PASS6 INTL MILITARY CTR CARGO DOM MILITARY CTR PASSG DOM MIL/CTR CARGO MIL/CTR PASSG NR. NS CTR CARGO NS CTR PASSG NS/CTR REVENUE CARGO DOM NS/CTR REVENUE CARGO INTL NS/CTR REVENUE PASSG DOM NS/CTR REVENUE PASSG INTL 0 T-PARAJUMP PRIVATE, FL. INST R. PX -RADAR CTL/SURVEILLANCE SCHED CARGO SRV SCHED DOM CARGO SRV SCHED DOM PASSG SRV SCHED INTERNATL CARGO SRV SCHED INTERNATL PASSG SRV SCHED PASSG SRV S-D S-I UNK/NR

AERIAL ADVERTISING AIRLINE TRANSPORT INSTRUCTOR AIR SHOW/AIR RACING AIR TAXI-CARGO OPERATIONS AIR TAXI-PASSENGER OPERATIONS APPROACH CONTROL-DEPARTURE APPROACH CONTROL-TOWER EN ROUTE CONTROL SERVICE ASSOCIATED CROP CONTROL ACTIVITIES ASSOCIATED FIRE CONTROL ACTIVITIES COMMERCIAL FLIGHT INSTRUCTOR CORPORATION/EXECUTIVE CREW CONTRACT/CHARTER-CARGO-DOMESTIC CONTRACT/CHARTER-CARGO-INTERNATIONAL CONTRACT/CHARTER-PASSENGER-DOMESTIC CONTRACT/CHARTER-PASSENGER-INTERNATIONAL LAST PLANNED EN ROUTE LANDING POINT AERIAL MAPPING/PHOTOGRAPHY MILITARY CONTRACT-CARGO-INTERNATIONAL MILITARY CONTRACT-PASSENGER-INTERNATIONAL MILITARY CONTRACT-CARGO-DOMESTIC MILITARY CONTRACT-PASSENGER-DOMESTIC MILITARY CONTRACT-CARGO MILITARY CONTRACT-PASSENGER NEAR NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC NONSCHEDULED/CHARTER REVENUE PASSENGER-INTERNATL OTHER AIRCRAFT AND GROUND PARACHUTE JUMP PRIVATE FLIGHT INSTRUCTOR PASSENGERS RADAR CONTROL/SURVEILLANCE SCHEDULED CARGO SERVICE SCHEDULED DOMESTIC CARGO SERVICE SCHEDULED DOMESTIC PASSENGER SERVICE SCHEDULED INTERNATIONAL CARGO SERVICE SCHEDULED INTERNATIONAL PASSENGER SERVICE SCHEDULED PASSENGER SERVICE SCHEDULED-DOMESTIC SCHEDULED-INTERNATIONAL UNKNOWN/NOT REPORTED

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