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A PRELIMINARY STATISTICAL ANALYSIS OF AIRCRAFT ACCIDENT DATA

U.S. CIVIL AVIATION
1974



NATIONAL TRANSPORTATION SAFETY BOARD Washington, D.C. 20591
REPORT NUMBER: NTSB-APA-75-1

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ADOPTED: FEBRUARY 26, 1975

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A PRELIMINARY ANALYSIS OF AVIATION ACCIDENT DATA U. S. CIVIL AVIATION 1974

INTRODUCTION

The National Transportation Safety Board believes that useful accident statistics should be made available to the aviation community. Recent changes in aircraft equipment, speed, and passenger-carrying capacity have prompted requests for new ways to measure safety. This publication, as well as others published by the Safety Board, presents rates based on aircraft-hours flown, aircraft-miles flown, passenger-miles flown, and aircraft departures. Since all exposure data are not available for each category analyzed, it is not possible to report each rate for each category.

Analyses contained in this report are representative and essentially complete; however, until all data are reported and analyzed any analysis must be classified as preliminary.

The final accident record analyses for 1974 U. S. Civil Aviation, will be contained in two separate publications entitled "Annual Review of Aircraft Accident Data, U. S. General Aviation," and "Annual Review of Aircraft Accident Data, U. S. Air Carrier Operations." Each publication will include an analysis of accident trends, number of fatalities, accident rates and causal factors. These publications will be issued as soon as practicable following completion of all 1974 accident investigations.

The accident data in this report reflect the 50-state domestic operations concept which the Civil Aeronautics Board (CAB) initiated in 1970. These operations include mainland Hawaii and mainland Alaska traffic. The 50-state concept results in a larger volume of traffic for domestic operations and a correspondingly lower volume for international operations.

In the tables which refer to the passenger service of U. S. certificated route air carriers, the term revenue passenger enplanements was substituted for revenue passenger originations beginning in 1970. The CAB's annual "Air Carrier Traffic Statistics" defines these two terms as follows:

"Revenue passenger enplanements - 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."

"Revenue passenger originations - 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."

The analytical portion of this report presents data on accidents, fatalities, rates, and growth changes as percentage changes of the 1974 data compared with a base figure. The base figure was derived by averaging data for the 5-year period, 1969 through 1973. In case of accidents or fatalities, the large percentage increase evidenced in 1974 would imply a serious decline in safety. However, the large percentage increase can be explained, in part, by the excellent safety record during the base period.

The following table is a summary of the accident record for U. S. civil aviation for 1973 and 1974.

Table 1. -- Summary of Accidents and Rates
U. S. Civil Aviation
All Operations
1973 and 1974

		ficated Route al Air Carriers 1974	U. S. G Aviat 1973	
Accidents Total Fatal	43 9	47 9	4,251 <u>1</u> /722	4 , 362 653
Fatalities	227	467	1,411	1,290
Aircraft-Hours Flown (Thousands)	6,505	6,0312/	30,048	31 , 250 3 /
Aircraft-Miles Flown (Thousands)	2,646,669	2,489,5002/	3,728,500	3,843,7503/
Accident Rates Per 100,000 Aircraft-Hours Flown Total Fatal	0.661 0.138	0.779 0.149	14.1 2.40	14.0 2.09
Accident Rates Per Million Aircraft-Miles Flown Total Fatal	0.016 0.003	0.019 0.004	1.14 0.193	1.13 0.170

 $[\]underline{1}/$ Two suicide/sabotage accidents included in all computations except rates.

^{2/} Estimated by the Civil Aeronautics Board.

^{3/} Estimated by the Federal Aviation Administration.

ANALYSIS BY CLASS OF CARRIER AND TYPE OF SERVICE

All Operations

In 1974, U. S. certificated route and supplemental air carriers in all operations flew 6,031,300 hours, a decrease of 6.94 percent from the 1969 through 1973 base-period average of 6,480,838 aircraft hours per year. Similarly, aircraft-miles flown decreased by 6.74 percent. In 1974, total accidents decreased 9.27 percent, and fatal accidents increased slightly to 9, from the base-period average of 8.6. Fatal accidents increased only slightly in 1974 compared with the base-period average; however, the number of fatalities increased substantially, 152.70 percent. This increase was due, primarily, to 5 fatal accidents which accounted for 454 (97.2 percent) of the 467 fatalities and only 10.6 percent of the accidents.

Table 2. -- All Operations, Accidents, Fatalities
Rates, and Growth Changes
From Base (1969 through 1973)

	Base	1974	Percentage Change
Aircraft-Hours Flown	6,480,838	6,031,300	- 6.94
Aircraft-Miles Flown (Thousands)	2,669,518	2,489,500	- 6.74
Accidents Total Fatal	51.8 8.6 <u>1</u> /	47 9	- 9.27 + 4.65
Fatalities	184.8	467	+152.70

Based on 43 fatal accidents, 3 of which were midair collisions nonfatal to air carrier occupants, excluded in fatal accident rates.

Table 2. -- All Operations, Accidents, Fatalities
Rates, and Growth Changes
From Base (1969 through 1973)
(Con.)

	Base	1974	Percentage Change
Accident Rate Per 100,000 Aircraft- Hours Flown Total Fatal	0.799 0.123	0.779 0.149	- 2.50 + 21.14
Accident Rate Per Million Aircraft- Miles Flown Total Fatal	0.019 0.003	0.019 0.004	o + 3 3.33
Fatality Rate Per 100,000 Aircraft- Hours Flown	2.851	7.742	+171.55
Fatality Rate Per Million Aircraft- Miles Flown	0.069	0.187	+171.01

Certificated Route Carriers

All Operations -- During the base period 1969 through 1973, U. S. certificated route air carriers in all operations flew an average of 2,570.4 million miles per year. In 1974, 2,399 million miles were flown, which represents a decrease of 6.67 percent. Accidents decreased 8.16 percent, while fatal accidents increased slightly, 2.56 percent. Additionally, fatal injuries increased 170.13 percent. The change in aircraft-miles flown and corresponding changes in total and fatal accidents were not large enough to effect any change in the accident rates for 1974 compared with those of the base period.

Table 3. -- Certificated Route Carriers, Accidents, Fatalities, Rates, and Growth Changes From Base (1969 through 1973)

	Base	1974	Percentage Change
Aircraft-Miles Flown (Thousands)	2,570,446	2,399,000	- 6.67
Accidents Total Fatal	49 7.8 <u>1</u> /	45 8	- 8.16 + 2.56
Fatalities	171.4	463	+170.13
Accident Rates Per Million Aircraft- Miles Flown Total Fatal	0.019	0.019 0.003	0
Fatality Rate Per Million Aircraft- Miles Flown	0.067	0.192	+186.57

Based on 39 fatal accidents, 3 of which were midair collisions non-fatal to air carrier occupants, excluded in fatal accident rates.

All Scheduled Service -- The all scheduled service segment of U. S. air carrier operations showed a decrease in aircraft activity. Aircraft-hours flown decreased 6.90 percent, aircraft-miles flown decreased 7.17 percent, and departures decreased 9.76 percent. During the base period, an average aircraft flew 468 miles per departure at a speed of 414 mph. In 1974, the average aircraft flew 482 miles at 413 mph.

Table 4. -- All Scheduled Service, Accidents
Rates, and Growth Changes
From Base (1969 through 1973)

	Base	1974	Percentage Change
Aircraft-Hours Flown	5,787,417	5,388,000	- 6.90
Aircraft-Miles Flown (Thousands)	2,395,855	2,224,000	- 7.17
Aircraft Departures	5,115,334	4,616,000	- 9.76
Accidents Total Fatal	43.8	42	- 4.11
	6.8 <u>1</u> ∕	7	+ 2.94
Accident Rates Per 100,000 Aircraft- Hours Flown Total Fatal	0.757	0.780	+ 3.04
	0.111	0.130	+17.12
Accident Rates Per Million Aircraft- Miles Flown Total Fatal	0.018	0.019	+ 5.56
	0.003	0.003	0
Accident Rates Per 100,000 Aircraft Departures Total Fatal	0.856	0.910	+ 6.31
	0.125	0.152	+21.60

^{1/} Based on 34 fatal accidents, 2 of which were nonfatal to air carrier occupants, excluded in fatal accident rate.

Scheduled Domestic and International Passenger Service -- In 1974, the number of passengers carried for this segment of U.S. certificated route air carriers increased substantially (14.21 percent) over the base period. In 1974, passenger-miles flown also increased from the base-period figure of 149.6 billion to 163.9 billion (9.54 percent). Accidents in 1974 increased slightly (0.98 percent), while fatal accidents increased 25 percent compared with the base-period average. In 1974, fatal injuries more than tripled, and the passenger fatality rate per 100 million passenger-miles flown more than doubled, compared with base-period averages.

Table 5. -- Scheduled Passenger Service, Accidents, Fatalities, Rates, and Growth Changes From Base (1969 through 1973)

	Base	1974	Percentage Change
Passengers Carried 1/	179,144,436	204,600,000	+ 14.21
Passenger-Miles Flown (Thousands)	149,631,368	163,900,000	+ 9.54
Accidents Total Fatal	40.6 5.6	41 7	+ 0.98 + 25.00
Fatalities Passengers Crew Others Total	133.0 12.8 4.6 150.4	420 40 0 460	+215.79 +212.50 -100.00 +205.85
Passenger Fatality Rate Per 100 Million Passenger- Miles Flown	0.089	0.256	+187.64

Beginning in 1970, carriers were required to report revenue passenger enplanements, whereas before 1970 revenue passenger originations were reported.

Scheduled Domestic Passenger Service -- During 1974, U. S. certificated route air carriers engaged in scheduled domestic passenger service carried 188.5 million passengers, representing a 16.82 percent increase over the base-period average of 161.4 million. Passenger-miles flown increased 12.87 percent over the base figure, whereas total and fatal accidents decreased 6.06 and 37.50 percent, respectively. Even though the number of fatal accidents decreased, passenger fatalities increased 33 percent. The passenger fatality rate per 100 million passenger-miles flown increased 18.63 percent in 1974 compared with the base-period average.

Table 6. -- Scheduled Domestic Passenger Service,
Accidents, Fatalities, Rates, and
Growth Changes From Base (1969 through 1973)

	Base	1974	Percentage Change
Passengers Carried 1/	161,352,299	188,500,000	+ 16.82
Passenger-Miles Flown (Thousands)	116,149,884	131,100,000	+ 12.87
Accidents Total Fatal	33.0 4.8	31 3	- 6.06 - 37.50
Fatalities Passengers Crew Others Total	118.8 10.8 4.4 134.0	158 10 0 168	+ 33.00 - 7.41 -100.00 + 25.37
Passenger Fatality Rate Per 100 Million Passenger- Miles Flown	0.102	0.121	+ 18.63

Beginning in 1970, carriers were required to report revenue passenger enplanements, whereas before 1970 revenue passenger originations were reported.

Scheduled International Passenger Service -- In 1974, the activity of U. S. certificated route air carriers engaged in scheduled international passenger service decreased. The number of passengers carried decreased 9.51 percent, while passenger-miles flown decreased 2.04 percent In 1974, accidents increased from the base-period average of 7.6 to 10 (31.58 percent.) Fatal accidents increased 400 percent from a base-period average of 0.8 to 4. Three of the four fatal accidents in 1974 accounted for 261 of the 262 passenger fatalities. The fourth fatal accident occurred when an infant passenger was strangled by a seatbelt. The passenger fatalities, crew fatalities, and total fatalities in 1974 represent the largest number of fatal injuries in these categories since 1938.

Table 7. -- Scheduled International Passenger Service, Accidents, Fatalities, Rates and Growth Changes From Base (1969 through 1973)

	Base	1974	Percentage Change
Passengers Carried 1/	17 ,7 91,936	16,100,000	- 9.51
Passenger-Miles Flown (Thousands)	33,481,484	32,800,000	- 2.04
Accidents Total Fatal	7.6 0.8	10 4	+ 31.58 + 400.00
Fatalities Passengers Crew Others Total	14.2 2.0 0.2 16.4	262 30 0 292	+1,745.07 +1,400.00 - 100.00 +1,680.49
Passenger Fatality Rate Per 100 Million Passenger-Miles Flown	0.042	0.799	+1,802.38

Beginning in 1970, carriers were required to report revenue passenger enplanements, whereas before 1970 revenue passenger originations were reported.

Supplemental Carriers

All Operations -- Aircraft-miles flown by U. S. supplemental air carriers decreased 8.65 percent compared with the base-period average. All rates, except the fatal accident rate, decreased. In 1974, one fatal accident accounted for four fatalities--three crewmembers and one passenger -- the second consecutive year that the supplemental carriers experienced a fatal accident.

Table 8. -- Supplemental Carriers, Accidents, Fatalities, Rates, and Growth Changes From Base (1969 through 1973)

	Base	1974	Percentage Change
Aircraft-Miles Flown	99,072,200	90,500,000	- 8.65
Accidents Total Fatal	2.8 0.8	2 1	-28.57 +25.00
Fatalities	13.4	4	- 70.15
Accident Rates Per Million Aircraft-Miles Flown			
Total	0.028 0.008	0.022	-21.43
Fatal	0.000	0.011	+37.50
Fatality Rates Per Million Aircraft- Miles Flown	0.135	0.044	- 67.41
TILLOO I LOWII	0.107	0.044	-07.41

^{1/} Nonrevenue miles not reported.

Passenger Operations - Civil and Military -- For the fourth consecutive year, U. S. supplemental air carriers engaged in civil and military contract passenger operations had no fatal accidents in 1974 -- the eighth year out of the past 11 in which no fatal accidents were recorded. Since there were no fatalities in 1974, all indicators based on fatalities and fatal accidents decreased 100 percent.

Table 9. -- Supplemental Carriers Passenger Operations, Accidents, Fatalities, Rates and Growth Changes From Base (1969 through 1973)

	Base	1974	Percentage Change
Passengers Carried	3,399,103	3,343,000	- 1.65
Passenger-Miles Flown (Thousands)	10,767,455	11,000,000	+ 2.16
Accidents Total Fatal	0.6 0.2	1 0	+ 66.67 -100.00
Fatalities Passengers Crew Others Total	9.2 0.2 0 9.4	0 0 0 0	-100.00 -100.00 0 -100.00
Passenger Fatality Rate Per 100 Million Passenger-Miles Flown	0.085	0	-100.00

U. S. General Aviation

All Operations -- Aircraft-hours flown and aircraft-miles flown for U.S. general aviation aircraft increased 16.68 percent and 14.77 percent, respectively, in 1974. Total accidents, fatal accidents, and fatalities decreased. With an increase in hours and miles flown and a decrease in total and fatal accidents, all accident rates showed substantial decreases in 1974.

Table 10. -- General Aviation, Accidents, Fatalities, Rates and Growth Change's From Base (1969 through 1973)

	Base	1974	Percentage Change
Aircraft-Hours Flown (Thousands)	26,783	31,250	+16.68
Aircraft-Miles Flown (Thousands)	3,348,977 <u>2</u> /	3,843,750	+14.77
Accidents Total Fatal	4,526.8 <u>3/</u> 673.2 <u>3/</u>	4,362 653	- 3.64 - 3.00
Fatalities	1,397.6 4	1,290	- 7.70
Accident Rates Per 100,000 Aircraft-Hours Flown			
Total Fatal	16.9 2.51	14.0 2.09	-17.16 -16.73
Accident Rates Per Million Aircraft-Miles Flown			
Total Fatal	1.35 0.201	1.13 0.170	-16.30 -15.42

Estimated by the Federal Aviation Administration.

Base figure computed as a 4-year average (1970 through 1973). Beginning in 1970 the aircraft-miles flown were estimated using a different standard than in previous years.

Six suicide/sabotage accidents included in all computations except rates. Includes air carrier fatalities (1969--82, 1972--5) when in collision with general aviation aircraft.

Air Taxi Operations -- In 1974, air taxi operations showed a 26.90-percent increase in aircraft-hours flown compared with the base-period average. Total accidents declined 7.60 percent, which resulted in a decrease of 27.21 percent in the rate of accidents per 100,000 aircraft-hours flown, compared with the base-period average. Similarly, fatal accidents and the corresponding fatal accident rate decreased 23.50 percent and 39.73 percent, respectively.

Table 11. -- Air Taxi, Accidents, Fatalities,
Rates, and Growth Changes
From Base (1969 through 1973)

	Base	1974	Percentage Change
Aircraft-Hours Flown 1	2,513,000	3,189,000 2/	+26.90
Accidents Total Fatal	171 36.6	158 28	- 7.60 -23.50
<u>Fatalities</u>	116.2	115	- 1.03
Accident Rates Per 100,000 Aircraft-Hours Flown			
Total Fatal	6.80 1.46	4.95 0.88	-27.21 -39.73

^{1/} Estimated by the Federal Aviation Administration.

^{2/} Estimated by the National Transportation Safety Board.

BY THE NATIONAL TRANSPORTATION SAFETY BOARD

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/s/ FRANCIS H. McADAMS Member

/s/ LOUIS M. THAYER Member

/s/ ISABEL A. BURGESS Member

/s/ WILLIAM R. HALEY Member

February 26, 1975

TABLE 12 FATAL ACCIDENTS, FATALITIES U. S. AIR CARRIERS ALL OPERATIONS 1974

							F	ATAI	LITIE		TOTAL	REPORTED TYPE
DATE	LOCATION	OPER	R/SERV	//ACI	FT/DMGE		PSG	CR	отн			RD OF ACCIDENT
CERTIF	ICATED ROUTE A	IR C	ARRIER	RS .								
013074	PAGO PAGO, SAMOA.	PAA	PSG,	SI	B-707	D	86	10	0	96	101	CRASHED DURING
020274	NR. HONOLULU, HAWAII	PAA	PSG,	SI	B-747	N	1	0	0	1	298	INFANT STRANGLED BY SEAT BELT ENROUTE
042374	IS. OF BALI, REP. OF INDON		PSG,	SI	B-707	D	96	11	0	107	107	CRASHED DURING LANDING.
090874	IONIAN SEA 215 MI WEST O			SI	B-707	D	79	9	0	88	88	CRASHED ENROUTE
091174	CHARLOTTE,	EAL	PSG,	SD	DC-9	D	69	2	0	71	82	CRASHED DURING LANDING
120174	BERRYVILLE, VA	.TWA	PSG,	SD	B-727	D	85	7	0	92	92	CRASHED DURING APPROACH TO LDG
120174	STONEY PT., NEW YORK	NWA	FERRY	r D	B - 727	D	0	3	0	3	3	CRASHED ENROUTE
121174	NR. KODIAK, ALASKA.	KWA	PSG,	SD	G-21	D	4	1	0	5	5	MISSING AIRCRAFT- CRASHED ENROUTE 2 BODIES RECOVERED
SUPPLE	MENTAL AIR CAR	RIER	S									
052374	SPRINGFIELD, ILL.	SAA			L-382 CTR.	D	1	3	0	4	4	THUNDERSTORM TURBULENCE AIR- FRAME FAILURE ENROUTE

TOTAL 421 46 0 467 780

. 17

ACCIDENT RATE

U. S. CERIFICATED ROUTE AND SUPPLEMENTAL ATR CARRIERS (ALL OPEPATIONS) 1964 - 1974

PER MILLION AIRCRAFT-MILES FLOWN FATALITIES AIRCRAFT-ACCIDENTS MILES FLOWN TOTAL FATAL ACCIDENTS ACCIDENTS PASG CREW OTH TOT (000)YEAR TOTAL FATAL 1 238 1.336.867** 0.058 0.009 1964 79 13 202 35 9 226 35 261 1,536,395** 0.054 0.006 1965 83 0 8 272 1,768,458** 0.042 0.005 1966 75 137 27 108 1967 70 12 229 39 18 286 2,179,739** 0.032 0.006 37 6 349 2,498,848** 0.028 0.005 1968 71 15* 306 4 158 1969 63 10* 132 22 2,736,596** 0.023 0.003 1970 55 8 118 24 4 146 2 • 684 • 552 ** 0.020 0.003 1971 8* 174 23 6 203 2,660,731** 0.018 0.002 48 1972 8 17 13 190 2,619,043** 0.019 0.003 50 160 1 227 0.003 1973 43 9 200 26 2,646,669** 0.016 421 0 467 0.019 0.004 1974PREL 47 46 2,489,500**

NOTE--A SABOTAGE ACCIDENT OCCURRING 5/7/64 IS INCLUDED IN ALL COMPUTATIONS EXCEPT RATES.

* a % * .

^{*} 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.

ACCIDENT RATE

0.779

0.149

TABLE 14

ACCIDENTS, ACCIDENT RATES AND FATALITIES

U. S. CERIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS

(ALL OPERATIONS)

1964 - 1974

PER 100,000 AIRCRAFT-HOURS FLOWN FATALITIES ACCIDENTS AIRCRAFT-TOTAL FATAL TOTAL FATAL YEAR PASG CREW OTH TOT HOURS FLOWN ACCIDENTS ACCIDENTS ____ 1964 79 13 202 35 1 238 4.312.764 1.809 0.278 1965 83 9 226 35 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 63 1969 10* 132 25 4 158 6,740,199 0.935 0.134 1970 55 8 118 24 4 146 6,470,351 0.850 0.124 1971 48 8 * 174 23 6 203 6,386,662 0.752 0.094 1972 50 8 160 17 13 190 6,302,160 0.793 0.127 1973 43 200 26 1 227 6,504,819 0.661 0.138

0 467

6,031,300

46

NOTE--A SABOTAGE ACCIDENT OCCURRING 5/7/64 IS
INCLUDED IN ALL COMPUTATIONS EXCEPT RATES.

421

9

1974PREL 47

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

TABLE 15
ACCIDENTS, ACCIDENT RATES AND FATALITIES
U. S. CERTIFICATED ROUTE CARRIERS
(ALL OPERATIONS)
1964 - 1974

ACCIDENT RATE
PER MILLION
AIRCRAFT-MILES FLOWN

	A C C I	•	FATALI	TIEC		AIRCRAFT-	AIRCRAFT-MILES FLOWN			
YEAR	TOTAL	FATAL	PASG	CREW	0TH	TOT	MILES FLOWN (000)	TOTAL ACCIDENTS	FATAL ACCIDENTS	
	***		***				~~~~~~~			
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	
1971	47	8*	174	23	6	203	2,557,968	0.018	0.002	
1972	48	8	160	17	13	190	2.526.021	0.019	0.003	
1973	40	8	197	23	1	221	2,555,732	0.016	0.003	
1974PREL	45	8	420	43	0	463	2,399.000	0.019	0.003	

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

NOTE--A SABOTAGE ACCIDENT OCCURRING 5/7/64 IS
INCLUDED IN ALL COMPUTATIONS EXCEPT PATES.

TABLE 16 ACCIDENTS • ACCIDENT RATES

CERTIFICATED ROUTE AIR CARRIERS

			ALL SCH	EDULED SERVIC		PER MI AIRCRAF	LLION T-MILES	PER 10 AIRCRAF	0,000 T-HOURS	PER 100,000 DEPARTURES	
YEAR	TOTAL	FATAL	AIRCRAFT- MILES FLOWN (000)	AIRCRAFT- HOURS FLOWN	DEPARTURES	TOTAL ACCIDENTS	FATAL ACCIDENTS	TOTAL ACCIDENTS	FATAL ACCIDENTS	TOTAL ACCIDENTS	FATAL ACCIDENTS
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	В	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
1971	43	7∻	2,380,664	5,706,270	4,999,093	0.018	0.002	0.754	0.088	0.860	0.100
1972	46	7	2,347,864	5•659•485	4,966,256	0.020	0.003	0.813	0.124	0.926	0.141
1973	36	8	2,448,114	5,898,575	5,133,816	0.015	0.003	0.610	0.136	0.701	0.156
1974PREL	. 42	7	2.224.000	5,388,000	4.616.000	0.019	0.003	0.780	0.130	0.910	0.152

ACCIDENT RATES

NOTE--A SABOTAGE ACCIDENT OCCURRING 5/7/64 IS INCLUDED IN ALL COMPUTATIONS EXCEPT PATES.

^{*} INCLUDES 2 MIDAIR COLLISIONS NONFATAL TO AIR CARRIER OCCUPANTS. EXCLUDED IN FATAL ACCIDENT RATES.

TABLE 17

ACCIDENTS, FATALITIES, FATALITY RATES

U. S. CERTIFICATED ROUTE AIR CARRIERS

SCHEDULED DOMESTIC AND INTERNATIONAL PASSENGER SERVICE

1964 - 1974

	ACCI	DENTS	f	FATAL	ITIES	1704	PASSENGERS	PASSENGER- MILES FLOWN	PASG FATALITY RATE PER 100 MILLION PASSENGER-
YEAR	TOTAL	FATAL	PASG	CREW	отн	TOT	CARRIED**	(000)	MILES FLOWN
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	5.3	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 • 1 0 0
1970	39	2	2	0	1	3	171,697,097	139•157•806	0.001
1971	41	6*	174	14	6	194	173,664,737	145,678,876	0.119
1972	43	7	160	13	13	186	188,938,932	159.722.015	0 • 1 0 0
1973	32	6	197	20	0	217	202,207,000	171,436,549	0.115
1974P	41	7	420	40	0	460	204,600,000	163,900.000	0.256

P PRELIMINARY

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

^{*} 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.

TABLE 18
ACCIDENTS, FATALITIES, FATALITY RATES
U. S. CERTIFICATED ROUTE AIR CARRIERS
SCHEDULED DOMESTIC PASSENGER SERVICE
1964 - 1974

					1704	1714		PASG FATALITY	
ACCIDENTS 			FATAL	ITIES		PASSENGERS	PASSENGER- MILES FLOWN	RATE PER 100 MILLION PASSENGER-	
YEAR	TOTAL	FATAL	PASG	CREW	0TH	TOT	CARRIED**	(000)	MILES FLOWN
1964	45	6	106	14	0	120	72,987,736	46•044•743	0.141
1965	55	6	205	18	()	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	32	1	0	0	1	1	155,097,644	109+183+837	0
1971	33	6*	174	14	6	194	156,097,403	113,240,603	0.154
1972	37	6	160	13	12	185	169,931,415	123,775,960	0.129
1973	27	4	128	10	0	138	183•271•000	133,733,181	0.096
1974P	31	3	158	10	0	168	188.500.000	131 • 100 • 000	0.121

P PRELIMINARY

- * 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.

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

PASS FATALITY

TABLE 19
ACCIDENTS, FATALITIES, FATALITY RATES
U. S. CERTIFICATED ROUTE AIR CARRIERS
SCHEDULED INTERNATIONAL PASSENGER SERVICE
1964 - 1974

	ACCI	DENTS	f	FATAL	ITIES		DASSENCEDS	PASSENGER-	RATE PER 100 MILLION PASSENGER-	
YEAR	TOTAL	FATAL	PASG	CREW	отн	TOT	PASSENGERS CARRIED*	MILFS FLOWN (000)	MILES FLOWN	
***						107	0.774.527	1/ 027 7/5	0.420	
1964	8	3	94	12	1	107	8,774,537	14,977,745	0.628	
1965	8	i	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	7	1	2	0	0	2	16,599,453	29,973,969	0.007	
1971	8	0	0	0	0	0	17,567,334	32+438+273	0	
1972	6	1	0	0	1	1	19,007,517	35,946,055	0	
1973	5	2	69	10	0	79	18,936,000	37,703,368	0.183	
1974P	10	4	262	30	0	292	16,100,000	32,800,000	0.799	

P PRELIMINARY

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

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ACCIDENT RATE

TABLE 20 ACCIDENTS, ACCIDENT RATES AND FATALITIES U. S. SUPPLEMENTAL AIR CARRIERS (ALL OPERATIONS) 1964 - 1974

PER MILLION AIRCRAFT-MILES FLOWN ACCIDENTS FATALITIES AIRCRAFT MILES FLOWN TOTAL FATAL YEAR TOTAL FATAL PASG CREW OTHTOT (000)ACCIDENTS ACCIDENTS 2 2 1964 1 0 50.838* 0.177 9 4 0.020 1965 0 0 5 0.016 10 1 62,651* 0.160 1966 6 2 78 7 1 86 84,911* 0.071 0.024 1967 4 1 3 0 0 3 96,071* 0.042 0.010 1968 1 1 0 0 1 . 4 113,540* 0.079 0.009 0 1969 2 0 0 0 115,793* 0.017 0 1970 6 3 46 15 0 61 92,846* 0.065 0.032 1971 1 0 0 0 0 0 102,763* 0.010 0 1972 2 ŋ 0 0 0 93,022* 0 0.022 0 1973 3 1 3 3 0 6 90.937* 0.033 0.011 1974PREL 3 0 1 4 90.500* 1 0.022 0.011

^{*} NONREVENUE MILES NOT REPORTED.

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TABLE 21
ACCIDENTS, FATALITIES, FATALITY RATES
U. S. SUPPLEMENTAL AIR CARRIERS
PASSENGER OPERATIONS (CIVIL AND MILITARY)
1964 - 1974

a W a

	ACCI	DENTS	f	ATAL	ITIES		PASSENGERS	PASSENGER- MILES FLOWN	PASG FATALITY RATE PER 100 MILLION PASSENGER- MILES FLOWN	
YEAR	TOTAL	FATAL	PASG	CREW	0TH	TOT	CARRIED	(000)		
1964	0	0	0	0	0	0	674,489	1,502,018	0	
1965	0	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	0	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	10,288,728	0.447	
1971	0	0	0	0	0	0	3,295,803	10,573,646	0	
1972	0	0	0	0	0	0	3,473,599	10.049.683	0	
1973	1	0	0	0	0	0	3,569,912	11,790,513	0	
1974P	1	0	0	0	0	U	3,343,000	11.000.000	0	

P PRELIMINARY

ACCIDENT RATES

TABLE 22 ACCIDENTS, FATALITIES, RATES U. S. GENERAL AVIATION 1964 - 1974

							ACCIDENT RATES				
	ACCIDE	INTS		AIRCRAFT- HOURS FLOWN	AIRCRAFT- MILFS FLOWN	AIRÇE HOURS)0•000 ?aft- flown	PER MI AIRCE MILES	RAFT- FLOWN		
YEAR	TOTAL F	ATAL FA	TALITIES	(000)**	(000) **	TOTAL	FATAL		FATAL		
1964	5,069	526	1,083	15,738	2,180,818				0.241		
1965	5,196	538	1,029	16+733.	2.562,380	31.1	3.22	2.03	0.210		
1966	5,712	573	1•151##	21.023	3+336+138	27.2	2.73	1.71	0.172		
1967	6,115	603	1。333##	22,153	3,439,964	27.6	2.72	1.78	0.175		
1968*	4,968#	692#	1,399	24.053	3,700,864	20.6	2.86	1.34	0.186		
1969	4,767	647	1 • 495##	25,351	3,926,461	18.8	2.55	1.21	0.164		
1970	4,712#	641#	1.310	26.030	3.207.127***	18.1	2.46	1.47	0.200		
1971	4,648	661	1 • 355	25,512	3•143•181	18.2	2.59	1.48	0.211		
1972	4,256#	695#	1,426##	26,974	3.317.100	15.8	2.57	1.28	0.209		
1973	4,251#	722#	1,411	30,048	3,728,500	14.1	2.40	1.14	0.193		
1974P	4,362	653	1,290	31.250	3.843.750	14.0	2.09	1.13	0.170		

- P PRELIMINARY
- * 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.
- # SUICIDE/SABOTAGE ACCIDENTS INCLUDED IN ALL COMPUTATIONS EXCEPT RATES (1968--3, 1970--1, 1972--3, 1973--2).
- ## INCLUDES AIR CARRIER FATALITIES(1966--2, 1967--104, 1969--82, 1972--5)
 WHEN IN COLLISION WITH GENERAL AVIATION AIRCRAFT.
- ** SOURCE: FAA
- ***BEGINNING IN 1970, THE DECREASE IN AIRCRAFT-MILES FLOWN IS THE RESULT OF A CHANGE IN THE FAA STANDARD FOR ESTIMATING MILES FLOWN.

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TABLE 23 ACCIDENTS. ACCIDENT RATES AND FATALITIES U. S. AIR TAXI (ALL OPERATIONS) 1964 - 1974

ACCIDENT RATE
PER 100,000
AIRCRAFT HOURS FLOWN

ACCIDENTS			FATALI	TIES					
YEAR	TOTAL	FATAL	PASSG	CREW	ОТН	TOT	AIRCRAFT HOURS FLOWN*	TOTAL ACCIDENTS	FATAL ACCIDENTS
1964	169	23	39	23	0	62	1 • 659 • 000	10.19	1.39
1965	192	25	32	19	2	53	1,802,000	10.65	1.39
1966	217	25	35	25	2	62	1,744.000	12.44	1.43
1967	237	33	60	31	3	94	1,766,000	13.42	1.87
1968**	179	46	59	48	4	111	1,999,000	8.95	2.30
1969	207	29	105	36	1	142	2.238.000	9.25	1.30
1970	190	38	53	42	5	100	2,481,000	7.66	1.53
1971	148	32	70	36	3	109	2,225,000	6.65	1.44
1972	147	42	72	43	6	121	2.555.000	5.75	1.64
1973	163	42	62	43	4	109	3,066,000	5.32	1.37
1974PPEL	158	28	90	21	4	115	3.189.000***	÷ 4.95	0.88

^{*} AIRCRAFT HOURS ESTIMATED BY FAA.

^{**} DEFINITION OF ACCIDENT CHANGED.

^{***} AIRCRAFT HOURS ESTIMATED BY NTSB.

LIST AND BRIEFS OF ACCIDENTS
U. S. AIR CARRIERS
ALL OPERATIONS
1974



J. S. AIR CARRIER ACCIDENTS ALL OPERATIONS 1974 LISTED IN DATE ORDER

	FILE	AIRCRAF	т		AIRCRA	FŤ	INJURY
	JMBER	REGIST.	DATE	LOCATION	MAKE	MODEL	INDEX
	J. DEIX	720131		200411011		MODEL	INUEX
1	0011	N7521	010174	SAN ANTONIU, TEX	BOEING	707	NONE
i		N7624U	010474	TAMPA, FLA	BOEING	727	SERIOUS
i		N73145	011374	CHEYENNE, WYO	CONVAIR	580	
1		N757TW	011674	LOS ANGELES, CALIF	BOEING		SERIOUS
1	0014	N791TW	011774	INDIANAPOLIS, IND	BOEING	707	SERIOUS
1	0001	N454PA	013074	PAGO PAGO, SAMUA	BOEING	707	NONE
			020274	NHONOLULU, HAWAII		707	FATAL
1	0004	N732PA	020274	NALEXANDRIA, LA	BOEING	747	FATAL
1	0003	N1288L	021574	NHERNDON , VA	DOUGLAS	DC-9	SERIOUS
1		N788TW		KARLUK, ALAS	BOEING	707	SERIOUS
,	4056	N5110U	021774	NPONTIAC, ILL	CESSNA	206	SERIOUS
1		N1262L	022174		DOUGLAS	DC-9	SERIOUS
1	0006	N70418	031674	NEW STUYAHOK, ALAS	CESSNA	A185F	NONE
1	0017	N321EA	032174	NFT LAUDERDALE, FLA	LOCKHEED	1011	SERIOUS
1	0019	N801WA	032774	ANCHORAGE, ALAS	DOUGLAS	DC-8	SERIOUS
1	0018	N833TW	040174	NTERRE HAUTE, IND	BOEING	727-31	SERIOUS
1	0009	N7567W	040174	NROSEWOOD, OHIO	HOEING	707	SERIOUS
1		N94239	040274	ARLINGTON, TEX	GEN DYNAMIC	240D	SERIOUS
	M028	N653PA	041674	SAN JUAN, P. R.	BOEING	747	SERIOUS
1	0016	N1924U	041874	PT.WAKEFIELD, ALAS	CESSNA	185	MINOR
	R019	N446PA	042374	BALI, INDONESIA	BOEING	707	FATAL
	2021	N14ST	052374	SPRINGFIELD, ILL	LOCKHEED GA	382	FATAL
1		N706DA	070374	NATLANTA, GA	LOCKHEED	1011	SERIOUS
1	0013	N60NA	070874	NTAMPA, FLA	DOUGLAS	DC-10	NONE
1		N6818	071074	CHICAGO.ILL	BOEING	727	SERIOUS
1		N1122J	072474	CLEVELAND, OH IO	BRITISH AC	1-11	SERIOUS
1	0022	N1303L	072774	NFORT MYERS.FLA	DOUGLAS	DC-8	SERIOUS
1	0010	N8962E	090174	NMERIDIAN, MISS	DOUGLAS	DC-9	SERIOUS
	2002	N8734	090874	IONIAN SEA	BOEING	707	FATAL
	Z003	N8984E	091174	CHARLOTTE, N.C.	DOUGLAS	DC-9	FATAL
	A025	N4914	091274	KIPNUK, ALAS	DEHAVILLAND	DHC-6	NONE
1	0026	N1548	092074	NPITTSBURGH, PA	BRITISH AC	1-11	SERIOUS
	C027	N7061U	092174	NEW YORK, N.Y.	BOEING	727	SERIOUS
1	0025	N615US	092174	NO. PACIFIC OCEAN	BOEING	747	SERIOUS
	M026	N815E	110674	NTAMPA, FLA	DOUGLAS	DC-9	SERIOUS
	F034	N4611	111774	NLEESVILLE, LA	BOEING	727	SERIOUS
	N065	N8975E	112174	JAMAICA, N.Y.	DOUGLAS	DC-9	NONE
	N065	N604US	112174	JAMAICA, N.Y.	BOEING	747	NONE
	N066	N1120J	112174	ALBANY, N.Y.	BRITISH AC	1-11	SERIOUS
			112574	ROME, ITALY	BOEING	747	SERIOUS
			112574	BEIRUT, LEBANON	BOEING	707	SERIOUS
	N068	N156	112574	FLUSHING, N.Y.	POEING	727	NONE
	7005	N54328	120174	BERRYVILLE, VA	BOEING	727	FATAL
	N070	N274US	120174	STONEY PT N.Y.	BOEING	727	FATAL
	1035	N8123N	120174	NGORDONSVILLE, VA	BOEING	727	SERIOUS
	F040	N1803	120574	BOGATA, COLUMBIA	DOUGLAS	DC-8	SERIOUS
	L032	N554AA	121074	NBUCKEYE, ARIZ	BOEING	707	SERIOUS
	A045	N1583V	121174	NKODIAK, ALAS	GRUMMAN	G-21	FATAL
	N077	N432	122874	NDULLES AIRPORT, VA	BOEING	707	SERIOUS
	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					, 0 ,	3EK1003

U. S. AIR CARRIERS

INCLUDES ONLY THE ACCIDENTS IN WHICH

A CAUSAL DETERMINATION HAS BEEN MADE

1974

LISTED IN DATE ORDER

		ON AIRCRAFT DATA			PILOT DATA
	1/1/74 SAN ANTONI TIME - 1840	O,TEX BOEING 707 N7521 DAMAGE-MINOR	CR- 0 0 8 PX- 0 0119 OT- 0 0 2	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 53, 18600 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - SAN OPERATOR - AMERICAN A DEPARTURE POINT SAN ANTONIO, TEX TYPE OF ACCIDENT COLLISION WITH AIRC	OF OPERATION : TO TAKEOFF			
	FACTOR(S) PERSONNEL - TRAFFIC PERSONNEL - MISCELL	FAILED TO SEE AND AVOID OTHE CONTROL PERSONNEL: FAILURE ANEOUS-PERSONNEL: PILOT OF C ER ACFT BLENDED IN WITH RNWY	TO ADVISE OF OT THER AIRCRAFT		
-0002	1/4/74 TAMPA,FLA TIME - 1617	BOEING 727 N7624U DAMAGE-MINOR	CR- 0 0 7 PX- 0 1110	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 52, 16000 TOTAL HOURS, 4747 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - TAM OPERATOR - UNITED AIR DEPARTURE POINT TAMPA, FLA TYPE OF ACCIDENT AIRFRAME FAILURE: (ENGINE FAILURE OR N	R LINES,INC. INTENDED DESTINATION CLEVELAND,OHIO ON GROUND	TAKE	OF OPERATION DFF: RUN DFF: RUN	
	PROBABLE CAUSE(S) AIRFRAME - LANDING MISCELLANEOUS ACTS POWERPLANT - MISCEL FACTOR(S) MISCELLANEOUS ACTS PARTIAL POWER LOSS - REMARKS- TIRE DISINTE				

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FILE	DATE	LOCATION	AIRCRAFT DATA	INJUR F	RIES S M/N	FLIGHT PURPOSE	
1-0005	1/13/74 TIME - 192		CONVAIR 580 N73145 DAMAGE-NONE	CR- 0 PX- 0	1 2 0 44	SCHED DOM PASSG S	RV
	OPERATOR - DEPARTURE COLORAD TYPE OF AC TURBULEN PROBABLE C WEATHER PERSONNE MISCELLA FACTOR(S) MISCELLA WEATHER BR	CIDENT ICE AUSE(S) - TURBULENCE IN F IL - OTHER FLIGHT INEOUS ACTS+CONDIT INEOUS ACTS+CONDIT INEOUS ACTS+CONDIT	ES,INC. INTENDED DESTINATION ROCK SPRINGS,WYO LIGHT, CLEAR AIR	FASTENED ON DWN	HASE O	ROUTE STOP MIE•WYO F OPERATION NG: FINAL APPROACH	ı
	SKY CONDIT SCATTERE VISIBILITY 5 OR OVE	TION D AT ACCIDENT SITE R INS TO VISION AT A		C F W	UNLIM PRECIPI NONE VIND DII 260	AT ACCIDENT SITE ITED TATION AT ACCIDENT RECTION-DEGREES WEATHER CONDITION	

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PILOT DATA

AIRLINE TRANSPORT, AGE 44, 13800 TOTAL HOURS, 6090 IN TYPE, INSTRUMENT

RATED.

		AIRCRAFT DATA	FSM	N PURPOSE	PILOT DATA					
	LOS ANGELES, CALIF	BOEING 707 N757TW DAMAGE-DESTROYED	CR- 0 0		AIRLINE TRANSPORT, AGE 45, 15800 TOTAL HOURS, 6750 IN TYPE, INSTRUMENT RATED.					
OPERATOR DEPARTURE	IRPORT - LOS ANGELES - TRANS WORLD AIRLIN POINT I									
NEW YORK,NY TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED LOS ANGELES.CALIF PHASE OF OPERATION LANDING: LEVEL OFF/TOUCHDOWN LANDING: ROLL										
PILOT I PILOT I FACTOR(S) WEATHER MISCELL WEATHER E	- IMPROPER IFR OPER N COMMAND - INADEGUA N COMMAND - FAILED T R - FOG ANEOUS ACTS, CONDITIO BRIEFING - COMPANY DI	TE SUPERVISION OF FLOOR INITIATE GO-AROUND	Ε							
	ITION - OBSCURATION TY AT ACCIDENT SITE		UNI	ING AT ACCIDENT SITE LIMITED IPITATION AT ACCIDENT SITE						
3/4 MIL	E OR LESS IONS TO VISION AT ACC	CIDENT SITE	NOI RELA TA							
TEMPERATU 52	JRE-F			DIRECTION-DEGREES						
S MIND AET(CITY-KNOTS	OF WEATHER CONDITIONS R								
FIRE AFTE		LOSING OUTSIDE VISUA	I DEC DENETO	ATED FOG OVR RWY.NSE WELL	FIRE CODEAD TO CARIN					

FILE		LOCATION	AIRCRAFT DATA				PILOT DATA					
		INDIANAPOLIS, IND		CR- 0	0 3		AIRLINE TRANSPORT, AGE 54, 23700 TOTAL HOURS, 7000 IN TYPE, INSTRUMENT RATED.					
	OPERATOR DEPARTURE NEW YO TYPE OF A COLLIDE	NAME OF AIRPORT - WEIR-CCOK OPERATOR - TRANS WORLD AIRLINES, INC. DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP NEW YORK, NY SAN FRANCISCO, CALIF TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: RUNWAY CR APPROACH LIGHTS LANDING: ROLL GEAR COLLAPSED LANDING: ROLL										
	MISCELL FACTOR(S) PERSONN WEATHER WEATHER MISCELL AIRPORT WEATHER B	N COMMAND - FAILED TANEOUS ACTS, CONDITION EL - TRAFFIC CONTROL - LOW CEILING - FOG ANEOUS ACTS, CONDITION S/AIRWAYS/FACILITIES RIEFING - COMPANY D	O INITIATE GO-AROUND ONS - NOT ALIGNED WITH PERSONNEL: FAILURE TO ONS - OVERLOAD FAILURE S - AIRPORT CONDITIONS ISPATCH IGHTLY WORSE THAN FOR	O ADVISE	OF UN	SAFE WEATHER CONDITION	ONS .					
	SKY CONDI OBSCURA VISIBILIT 1/4 MIL OBSTRUCTI FOG TEMPERATU 43 WIND VELO	ITE EGREES										
	9 TYPE OF F IFR	LIGHT PLAN	ſ∕D OFF L SIDE RWY 31L		BELOW	WEATHER CONDITIONS MINIMUMS	OT ADVISED					

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FILE			AIRCRAFT DATA	IN.	JURI F S	ES M/	N	FLIC PURI	SHT POSE				PILOT DATA
	1/30/74	PAGO PAGO, SAMCA	BOEING 707 N454PA DAMAGE-DESTROYED		10 86	0 5	0 SC 0	HED :	INTERNA	TL PA	SSG		AIRLINE TRANSPORT, AGE 52, 17414 TOTAL HOURS, 7414 IN TYPE, INSTRUMENT RATED.
	OPERATOR - DEPARTURE AUCKLAN TYPE OF AC UNDERSHO	CIDENT	WORLD AIRWAYS,INC. INTENDED DESTINATION LAST ENROUTE STOP LOS ANGELES,CALIF HONOLULU,HAWAII PHASE OF OPERATION LANDING: FINAL APPROACH										
	FACTOR(S) PILOT IN MISCELLA MISCELLA WEATHER DUAL STU WEATHER BR	COMMAND - MISJUDGE COMMAND - FAILED T NEOUS ACTS, CONCITION NEOUS ACTS, CONCITION	SPATCH	DCEDUR READ O	R F				c .				
	SKY CONDIT BROKEN VISIBILITY 1/2 MILE OBSTRUCTIO NONE WIND DIREC	IDENT SITE		P F	170 RECI RAI LAT LEF	0 PITAT N SHO IVE B T QUA	ION WERS EARII RTER	NG OF W	DENT IND			37 DEGREES	
	IFR FIRE ÆFTER		SCENT AFTR DH.VISUAL	ILLUS	TY	IFR			PLAN	NT.VA	SI A	PPAF	RENTLY NOT USED.
1-0004	2/2/74 N TIME - 213	KR.HONOLULU,HAWAII 30	BOEING 747 N732PA DAMAGE-NONE	CR- PX-				HED	INTERNA	TL PA	VSSG		AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
	DEPARTURE	ANCISCO, CALIF	NTENDED DESTINATION		Pł	HON IASE	OLULU OF O	,HAW. PERA	AII	RUISE	<u>.</u>		INSTRUMENT RATED.
		L - MISCELLANECUS-F	PERSONNEL: PASSENGER SPHYXIATED BY SEATBEI	_T WHI	LE (JNAT	TENDE	D•					•

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FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JURIES F S M/N	FLIGH PURPO	T SE	PILOT DATA		
	2/15/74 N	R.ALEXANDRIA,LA	DOUGLAS DC-9	CR-		SCHED DO		AIRLINE TRANSPORT, AGE 39, 15000 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED.		
	DEPARTURE	EANS•LA CIDENT	C. NTENDED DESTINATION DALLAS,TEX			OF OPERATI LIGHT: NOR	ON MAL CRUISE	NAVEO.		
	PERSONNE MISCELLA FACTOR(S) MISCELLA WEATHER BR	- TURBULENCE IN FLI L - OTHER FLIGHT PE NEOUS ACTS,CONDITIO	RSONNEL NS - SEAT BELT NOT F NS - SEAT BELT SIGN SPATCH		D					
	VISIBILITY UNKNOWN/ OBSTRUCTION	NOT REPORTED AT ACCIDENT SITE NOT REPORTED NS TO VISION AT ACC NOT REPORTED	ENT SITE PORTED ACCIDENT SITE PORTED CONDITIONS							
	REMARKS- FI									
1-0027		R•HERNDON•VA 5	BOEING 707 N788TW DAMAGE-MINOR	CR- PX-	0 1 6 0 0 45	SCHED IN	TERNATL PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.		
	DEPARTURE F PARISOFF TYPE OF ACC	TRANS WORLD AIRLINI POINT II RANCE CIDENT EXPLOSION: IN FLIGH	NTENDED DESTINATION WASHINGTON, DC				P ON AL APPROACH			
	PROBABLE CAUSE(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT: OTHER MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE PRESSURE FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) REMARKS- #3 GALLEY COFFEE MAKER WATER HEATER FAILED TO CYCLE OFF, EXPLODED. NO PRESS RELIEF VALVE INSTALLED.									

	DATE	LOCATION	AIRCRAFT DATA					FLIGHT PURPOS			PILOT DATA
-0015	2/21/74 NR.PON TIME - 2110	NTIAC,ILL	DOUGLAS DC-9 N1262L DAMAGE-NONE					ED DOM	PASSG	SRV	AIRLINE TRANSPORT, AGE UNK/NR, 12833 TOTAL HOURS, 4223 IN TYPE, INSTRUMENT RATED.
	OPERATOR - DELTA AIR LINES, INC.										
	DEPARTURE POINT		INTENDED DESTINATION		LA						
			CHICAGO, ILL		-	-	PHIS,				
	TYPE OF ACCIDENTURBULENCE	NT.						ERATIO	N ENDING		
	PORBOLENCE					111	LION	. 0030	LINDING		
			ONS - SEAT BELT SIGN	OFF							
	WEATHER BRIEFIN			RECAST							
	WEATHER BRIEFIN		ISPATCH	RECAST	CE				NT SIT	E	
	WEATHER BRIEFIN WEATHER FORECAS SKY CONDITION UNKNOWN/NOT N	ST - WEATHER S	ISPATCH	RECAST	CE	UNKN	OWN/N	OT REP	ORTED	_	
	WEATHER BRIEFIN WEATHER FORECAS SKY CONDITION UNKNOWN/NOT F VISIBILITY AT	ST - WEATHER S REPORTED ACCIDENT SITE	ISPATCH	RECAST	CE PR	UNKN	NVWW/N	OT REP	ORTED ACCIDE	E NT SITE	
	WEATHER BRIEFIN WEATHER FORECAS SKY CONDITION UNKNOWN/NOT F VISIBILITY AT A UNKNOWN/NOT F	ST - WEATHER S REPORTED ACCIDENT SITE REPORTED	DISPATCH SLIGHTLY WORSE THAN FO	RECAST	CE PR	UNKN ECIF UNKN	OWN/N PITATI NOWN/N	OT REP ON AT OT REP	ORTED ACCIDE ORTED	NT SITE	
	WEATHER BRIEFIN WEATHER FORECAS SKY CONDITION UNKNOWN/NOT F VISIBILITY AT	ST - WEATHER S REPORTED ACCIDENT SITE REPORTED O VISION AT AG	DISPATCH SLIGHTLY WORSE THAN FO	RECAST	CE PF	UNKN ECIF UNKN PE C	OWN/N PITATI NOWN/N OF WEA	OT REP ON AT OT REP	ORTED ACCIDE ORTED ONDITI	NT SITE	
	WEATHER BRIEFIN WEATHER FORECAS SKY CONDITION UNKNOWN/NOT F VISIBILITY AT A UNKNOWN/NOT F OBSTRUCTIONS TO	ST - WEATHER S REPORTED ACCIDENT SITE REPORTED C VISION AT ACREPORTED	DISPATCH SLIGHTLY WORSE THAN FO	RECAST	CE PF	UNKN ECIF UNKN PE C	OWN/N PITATI NOWN/N OF WEA	OT REPON AT OT REPORTED THER	ORTED ACCIDE ORTED ONDITI	NT SITE	

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FILE			AIRCRAFT DATA	IN	JUR	IES		FLI PUR	GH T POSE			PILOT DATA	
1-0006	3/16/74 NEW TIME - 1545		CESSNA A185F N70418 DAMAGE-SUBSTANTIAL	PX-	0	0	1° 1	NS/CTR	REVENU			COMMERCIAL, FL.INSTR., AGE 26, 1834 TOTAL HOURS 118 IN TYPE, INSTRUMENT RATED.	
		RT - NEW STUYAHO Diak Airways,inc											
			NTENDED DESTINATION										
	DILL INGHAM	ALAS	NEW STUYAHOK, ALAS										
	TYPE OF ACCIDENT PHASE OF OPERATION												
	COLLIDED WITH: SNOWBANK LANDING: LEVEL OFF/TOUCHDOWN												
	PROBABLE CAUSE PILOT IN COM		D INITIATE GO-AROUNE)									
		MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT											
	FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SNOW ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: SNOW WINDROWS WEATHER - SNOW												
	WEATHER BRIEF	ING - BRIEFED BY	FLIGHT SERVICE PERS UBSTANTIALLY CORRECT		ВҮ	RA	010						
	SKY CONDITION				С			AT ACC	IDENT S	SITE			
	OVERCAST VISIBILITY AT	ACCIDENT SITE				10		ATTON	AT ACCT	DENT SI			
	3 MILES OR L				-	SN		ATION	AT ACCI	DENI 311			
		O VISION AT ACC	IDENT SITE		Т			URE-F					
	BLOWING SNOW					30							
	WIND DIRECTION	-DEGREES			W	_	VEL	OCITY-	KNOTS				
	135				_	5							
	TYPE OF WEATHER CONDITIONS VFR VFR												
	REMARKS- LOST	REFERENCE AFTER	PASSING THRESHOLD.										

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FILE	DATE		AIRCRAFT DATA	F	S M/N	FLIGHT PURPOSE		PILOT DATA	
-0017	3/21/74 NR.FT	/74 NR.FT LAUDERDALE, FLA LOCKHEED 1011 CR- 0 0 12 SCHED DOM PASSG - 1915 PX- 0 1173 DAMAGE-NONE	SRV	AIRLINE TRANSPORT, AGE 53, 24099 TOTAL HOURS, 760 IN TYPE, INSTRUMENT RATED.					
		A,PA	INC. NTENDED DESTINATION MIAMI,FLA		FT LA PHASE O	ROUTE STOP UDERDALE, FLA F OPERATION IGHT: DESCENDING			
	PERSONNEL - MISCELLANEOU FACTOR(S) MISCELLANEOU WEATHER BRIEFI	RBULENCE IN FLIG MISCELLANEOUS-PE S ACTS.CONDITION S ACTS.CONDITION NG - COMPANY DIS	ERSONNEL: PASSENGER NS - SEAT BELT NOT FA NS - SEAT BELT SIGN O						
	SKY CONDITION CLEAR VISIBILITY AT 5 OR OVER OBSTRUCTIONS T NONE TYPE OF FLIGHT	O VISION AT ACC	IDENT SITE		CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR				
	IFR REMARKS- SEAT	BELT LIGHT ON.P.	AX NOT IN SEAT, FELL, E	BROKE I	LEG.PINS	IN LEG FM PREVIO	US BREAK.	SINGLE AIR BUMP.	
-0019	3/27/74 AND TIME - 1940		DOUGLAS DC-8 N801WA DAMAGE-MINOR		0 0 14 0 1218		SSG INTL	AIRLINE TRANSPORT, AGE 49, 23484 TOTAL HOURS, 1800 IN TYPE, INSTRUMEN	
	OPERATOR - WOF DEPARTURE POIN TRAVIS AFB TYPE OF ACCIDE	LURE: ON GROUND	NTENDED DESTINATION UTAPAO, THAILAND		TAKEC	ROUTE STOP TA AB,JAPAN F OPERATION FF: RUN FF: ABORTED		RATED.	
	MISCELLANEOU	ANDING GEAR: WHI	EELS,TIRES,AXLES NS - MATERIAL FAILURE NS - VIBRATION,EXCESS	SIVE		WHEEL WELL			

FILE	DATE	LOCATION	AIRCRAFT DATA		FLIGHT PURPOSE	PILOT DATA					
1-0018	4/1/74 TIME -	NR.TERRE HAUTE,IND 1525	BOEING 727-31 N833TW DAMAGE-NONE	CR- 0 0 6 PX- 0 1 44	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 38, 6442 TOTAL HOURS, 2089 IN TYPE, INSTRUMENT RATED.					
		OR - TRANS WORLD AIRLIN									
	DEPARTU	URE POINT I IANAPOLIS•IND	NIENDED DESTINATION								
		F ACCIDENT	F OPERATION								
	TURBULENCE IN FLIGHT: NORMAL CRUISE										
	WEATH PERSO MISCE FACTOR MISCE WEATHER	LE CAUSE (\$) MER - TURBULENCE, ASSOC ONNEL - MISCELLANEOUS-P ELLANEOUS ACTS, CONDITIO (\$) ELLANEOUS ACTS, CONDITIO R BRIEFING - COMPANY DI R FORECAST - FORECAST S	ERSONNEL: PASSENGER NS - SEAT BELT NOT F NS - SEAT BELT SIGN SPATCH	ASTENED ON							
	SKY CON	NDITION CAST			AT ACCIDENT SITE						
	VISIBIL	LITY AT ACCIDENT SITE		PRECIPI	PRECIPITATION AT ACCIDENT SITE THUNDERSTORM						
		CTIONS TO VISION AT ACC	IDENT SITE	TYPE OF IER	WEATHER CONDITIONS						
	TYPE OF FLIGHT PLAN VFR										
	REMARKS	S- SAFETY BELT NOT SECU	RED.ELDERLY LADY BRO	KE LEG WHEN THR	OWN FM SEAT DRG TURBC	ENCTR.					

FILE	DATE	LOCATION	AIRCRAFT DATA	_		_		FLIGHT PURPOS		PILOT DATA			
1-0009	TIME -		N7567W DAMAGE-NONE	CR- PX-				SCHED DOM	PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.			
		R - TRANS WORLD AIRLI RE POINT	NES, INC. INTENDED DESTINATION										
		WASHINGTON DC SAN FRANCISCO CALIF											
		ACCIDENT			F			OF OPERATIO					
	TURBU	TURBULENCE IN FLIGHT: NORMAL CRUISE											
	WEATH FACTOR (INSTR MISCE MISCE WEATHER WEATHER	UMENTS/EQUIPMENT AND LLANEOUS ACTS, CONDITI LLANEOUS ACTS, CONDITI BRIEFING - COMPANY D FORECAST - UNKNOWN/N	IVITY ACCESSORIES - COMMUNI ONS - SEAT BELT NOT F ONS - SEAT BELT SIGN ISPATCH	CATION ASTENE	NS /	AND	NA	JIGATION EQ					
	SKY CON	DITION WWN/NOT REPORTED			(3 AT ACCIDE DWN/NOT REP					
	VISIBIL	ITY AT ACCIDENT SITE				PRE	CIP		ACCIDENT SITE				
	OBSTRUC	CTIONS TO VISION AT AC	CIDENT SITE			TYP		F WEATHER C					
		FLIGHT PLAN				-							
		- SUDDEN UNEXPECTED S	VR TURBC.PSGR HIT LEG	ON S	ERV	ICE	CA	RT.TSTM UND	DETECTED BY ACF	T WX RADAR.			

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FILE	DATE		AIRCRAFT DATA	F S M/N		PILOT DATA
	4/2/74 ARLI				SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		. А	AL AIRLINES,INC. INTENDED DESTINATION DALLAS,TEX	LAKE PHASE O	ROUTE STOP CHARLES,LA F OPERATION IGHT: NORMAL CRUISE	INSTRUMENT MATERIA
	PERSONNEL - 0 MISCELLANEOUS FACTOR(S) MISCELLANEOUS WEATHER BRIEFING	HULENCE, ASSO HER FLIGHT P ACTS, CONDITI ACTS, CONDITI - COMPANY D	ONS - SEAT BELT NOT FA ONS - SEAT BELT SIGN O	STENED		
	SKY CONDITION UNKNOWN/NOT RE VISIBILITY AT AC 5 GR OVER OBSTRUCTIONS TO UNKNOWN/NOT RE TYPE OF FLIGHT F	CIDENT SITE VISION AT ACPORTED	CIDENT SITE	UNKNO PRECIPI UNKNO	AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT SIT WN/NOT REPORTED WEATHER CONDITIONS	E
		T TURB.FLT A	TTENDANT INJURED WHEN	ANSWERING PSGR	CALL BELL.	
1-0016	4/18/74 PT WA	KEFIELD,ALAS	CESSNA 185 N1924U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	SCHED DOM PASSG SRV	COMMERCIAL, AGE 32, 1823 TOTAL HOURS, 95 IN TYPE, INSTRUMENT RATED.
	OPERATOR - KODIA DEPARTURE POINT KODIAK, ALAS TYPE OF ACCIDENT COLLIDED WITH: NOSE OVER/DOWN	OBJECT		LANDII	F OPERATION NG: ROLL NG: ROLL	
	PILOT IN COMMA FACTOR(S) TERRAIN - HIDD	ND - SELECTEI ND - SPONTANI EN OBSTRUCTIO	D UNSUITABLE TERRAIN EOUS-IMPROPER ACTION DNS CRABPOT, THROTTLE ADVAN	050 DAN NB 0N 1		

	DATE LOCATIO	N AIRCRAFT DATA	INJUR F	IES S M/N	FLIGHT PURPOSE	PILOT DATA		
-0023	7/3/74 NR.ATLANTA,GA TIME - 1755	LOCKHEED 1011 N706DA DAMAGE-MINOR	CR- 0 PX- 0					
	OPERATOR - DELTA AIR LINES,INC. DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP SAN DIEGO,CALIF ATLANTA,GA LOS ANGELES,CALIF TYPE OF ACCIDENT PHASE OF OPERATION HAIL DAMAGE TO AIRCRAFT IN FLIGHT: DESCENDING TURBULENCE IN FLIGHT: DESCENDING							
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - HAIL WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - OTHER FLIGHT PERSONNEL MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - COMPANY DISPATCH WEATHER BRIEFING - COMPANY DISPATCH							
	SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT 5 OR OVER OBSTRUCTIONS TO VISION	E						

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FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	URIES S M/N	FLIGHT PURPOSE	PILOT DATA		
	7/8/74	NR.TAMPA,FLA 40		CR-	0 0 12 0 0160	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE 55, 24104 TOTAL HOURS, 1250 IN TYPE, INSTRUMENT RATED.		
		- NATIONAL AIRLINE POINT FLA	S,INC INTENDED DESTINATION LOS ANGELES,CALIF						
	TYPE OF A	CCIDENT E FAILURE: IN FLIG				OF OPERATION .IGHT: CLIMB TO CRUISE			
	PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - ENGINE INSTALLATION: OTHER MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS - FOREIGN OBJECT DAMAGE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT POWERPLANT - MISCELLANEOUS: FOREIGN OBJECT DAMAGE								
	EMERGENCY	CIRCUMSTANCES - P S F	IONS - FIRE IN ENGINE PRECAUTIONARY LANDING ON SUSPECTED OR KNOWN AIRCR PROP/ENGINE VIBRATION INSTALLATION NOT CMPLTD.	RAFT DA	MAGE	G.VERT STAB DMGD.#2 ENG	DMGD.		
1-0028	7/10/74	CHICAGO, ILL	BOFING 727	CP-		SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE		
1 0020	TIME - 18		N6818 DAMAGE-NONE		0 2 43		57, 19153 TOTAL HOURS, 4100 IN TYPE, INSTRUMENT RATED.		
	OPERATOR DEPARTURE CHICAGO),ILL			D		RAILU.		
	TYPE OF A					OF OPERATION IC: PARKED-ENGINES NOT O	PERATING		
	FACTOR(S) PERSONN EMERGENCY	B - FIRE WARNING SY WEL - TRAFFIC CONTR CIRCUMSTANCES - F F	ROL PERSONNEL: OTHER PRECAUTIONARY LANDING ON TALSE FIRE WARNING						
	REMARKS-	#3 ENG FIRE WARNIN	IG IN CLIMB.RTRND TO ARE	T.DELA	Y SWITCH	HING TO CRASH FREQ.INJUR	IES ON EVAC.NO FIRE.		

FILE	DATE	LOCATION	AIRCRAFT DATA	IN				PILOT DATA
1-0021	7/24/74 TIME - 1911	CLEVELAND, OHIO	BRITISH AC 1-11 N1122J DAMAGE-NONE	CR- PX-	0	0 4 1 66	SCHED DOM PASSG SRV	CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED,
	OPERATOR -	CIDENT			L# Ph	BUFF ASE C	ROUTE STOP ALO,NY F OPERATION C: PARKED-ENGINES NOT C	PERATING
		- MISCELLANEOUS-	PERSONNEL: PASSENGER TED ANKLE AND FELL ON	I FWD S	TAIF	₹.		
1-0022	7/27/74 NF TIME - 1700		DOUGLAS DC-8 N1303L DAMAGE-NONE	CR- PX-	0	1 7 0167	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
	DEPARTURE P	GA	INC. INTENDED DESTINATION MIAMI.FLA					INSTRUMENT RATED.
	TYPE OF ACC						OF OPERATION .ight: descending	
	PERSONNEL MISCELLAN FACTOR(S) MISCELLAN WEATHER BR	- TURBULENCE, ASSO OTHER FLIGHT F NEOUS ACTS, CONDITI NEOUS ACTS, CONDITI NEOUS ACTS, CONDITI	IONS - SEAT BELT NOT F IONS - SEAT BELT SIGN	ASTENE ON		STORMS		
	SKY CONDIT	ION				EILING 14000	AT ACCIDENT SITE	
	VISIBILITY AT ACCIDENT SITE 5-OR OVER				PI		TATION AT ACCIDENT SITE	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE				T	_	TURE-F	
		TION-DEGREES				IND VE	ELOCITY-KNOTS	
		ATHER CONDITIONS					FLIGHT PLAN	

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FILE	DATE LOCATIO	DN AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
	9/1/74 NR.MERIDIAN,1 TIME - 1548	MISS DOUGLAS DC-9 N8962E DAMAGE-NONE	CR- 0 1 4 PX- 0 0 59	SCHED DOM PASSG SRV	ATR, FLIGHT INSTR., AGE 41, 15500 TOTAL HOURS, 1900 IN TYPE, INSTRUMENT RATED.
	OPERATOR - EASTERN AIR DEPARTURE POINT ATLANTA, GA TYPE OF ACCIDENT TURBULENCE	R LINES,INC. INTENDED DESTINATION SAN ANTONIO,TEX	PHASE O	F OPERATION IGHT: NORMAL CRUISE	
	FACTOR(S) MISCELLANEOUS ACTS:	IGHT PERSONNEL CONCITIONS - SEAT BELT NOT CONDITIONS - SEAT BELT SIGN MENT MADE PRIOR TURBC ENCOU	ON	NT INJURED TRYING TO	HOLD SVC CART DOWN.
-0026	9/20/74 NR.PITTSBURGI TIME - 1634	H,PA BRITISH AC 1-11 N1548 DAMAGE-NONE	CR- 0 0 4 PX- 0 1 48	SCHED DOM PASSG SRV	AIRLINE TRANSPORT, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
	OPERATOR - ALLEGHENY / DEPARTURE POINT PITTSBURGH,PA TYPE OF ACCIDENT TURBULENCE	AIRLINES,INC. INTENDED DESTINATION LEXINGTON,KY	PHASE O	F OPERATION IGHT: CLIMB TO CRUIS	Ε
	PROBABLE CAUSE(S) WEATHER - TURBULENCE PERSONNEL - MISCELLA MISCELLANEOUS ACTS, FACTOR(S) MISCELLANEOUS ACTS, WEATHER BRIEFING - CON WEATHER FORECAST - FOR				
	SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT	SITE	3500 PRECIPI	AT ACCIDENT SITE	ITE
	5 OR OVER OBSTRUCTIONS TO VISION HAZE TYPE OF FLIGHT PLAN IFR	N AT ACCIDENT SITE	DRIZZ TYPE OF IFR	LE WEATHER CONDITIONS	

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES		FLIGHT	PILOT DATA			
7100	UATE	LOCATION	AIRCRAFT DATA	FS	-	PURPOSE	FILOT DATA			
1-0025	9/21/74 TIME - 18	NO.PACIFIC OCEAN	BOEING 747 N615US DAMAGE-NONE		15 284	SCHED INTERNATL PASSG SRV	AIRLINE TRANSPORT, AGE 58, 24283 TOTAL HOURS, 2408 IN TYPE, INSTRUMEN RATED.			
	OPERATOR - NORTHWEST AIRLINES, INC.									
	DEPARTURE HONOLU	I POINT I ULU•HAWAII	NTENDED DESTINATION TOKYO, JAPAN							
	TYPE OF A					F OPERATION IGHT: NORMAL CRUISE				
	PROBABLE CAUSE(S)									
	PERSONN	WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED								
	FACTOR(S)									

SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN IFR

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WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - UNKNOWN/NOT REPORTED

> CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS IFR

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LIST OF ABBREVIATIONS USED IN BRIEFS

ABEREVIATION

MEANING

AERIAL ADVERTISE AERIAL ADVERTISING ATR, FLIGHT INSTR. AIRLINE TRANSPORT INSTRUCTOR AIR SHOW/RACING AIR SHOW/AIR RACING AIR TAXI-CARGO AIR TAXI-CARGO OPERATIONS AIR TAXI-PASSG AIR TAXI-PASSENGER OPERATIONS APPROACH CTL-DEPARTURE APPROACH CONTROL-DEPARTURE APR CTL-TOW ENRT CTL SRV APPROACH CONTROL-TOWER EN ROUTE CONTROL SERVICE ASSOCIATED CROP CONTROL ACTIVITIES ASSOC CROP CTL ACTIVITIES ASSOCIATED FIRE CONTROL ACTIVITIES ASSOC FIRE CTL ACTIVITIES COMMERCIAL, FLIGHT. INSTR. COMMERCIAL FLIGHT INSTRUCTOR CORP/EXEC CORPORATE/EXECUTIVE CR-CREW CTR CARGO-D CONTRACT/CHARTER-CARGO-DOMESTIC CONTRACT/CHARTER-CARGO-INTERNATIONAL CTR CARGO-I CTR PASSG-D CONTRACT/CHARTER-PASSENGER-DOMESTIC CTR PASSG-I CONTRACT/CHARTER-PASSENGER-INTERNATIONAL LAST ENROUTE STOP LAST PLANNED EN ROUTE LANDING POINT MAPPING/PHOTO AERIAL MAPPING/PHOTOGRAPHY MILITARY CONTRACT-CARGO-INTERNATIONAL MIL CONTRACT CARGO INTL MIL CONTRACT PASS6 INTL MILITARY CONTRACT-PASSENGER-INTERNATIONAL MILITARY CTR CARGO DOM MILITARY CONTRACT-CARGO-DOMESTIC MILITARY CTR PASSG DOM MILITARY CONTRACT-PASSENGER-DOMESTIC MIL/CTR CARGO MILITARY CONTRACT-CARGO MIL/CTR PASSG MILITARY CONTRACT-PASSENGER NR. NEAR NS CTR CARGO NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE NS CTR PASSG NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE NS/CTR REVENUE CARGO DOM NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC NS/CTR REVENUE CARGO INTL NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC NS/CTR REVENUE PASSG DOM NS/CTR REVENUE PASSG INTL NONSCHEDULED/CHARTER REVENUE PASSENGER-INTERNATL OTHER AIRCRAFT AND GROUND 0T-PARAJUMP PARACHUTE JUMP PRIVATE, FL. INST R. PRIVATE FLIGHT INSTRUCTOR **PASSENGERS** RADAR CTL/SURVEILLANCE RADAR CONTROL/SURVEILLANCE SCHED CARGO SRV SCHEDULED CARGO SERVICE SCHED DOM CARGO SRV SCHEDULED DOMESTIC CARGO SERVICE SCHEDULED DOMESTIC PASSENGER SERVICE SCHED DOM PASSG SRV SCHED INTERNATL CARGO SRV SCHEDULED INTERNATIONAL CARGO SERVICE SCHED INTERNATL PASSG SRV SCHEDULED INTERNATIONAL PASSENGER SERVICE SCHED PASSG SRV SCHEDULED PASSENGER SERVICE S-D SCHEDULED-DOMESTIC S-I SCHEDULED-INTERNATIONAL UNK/NR UNKNOWN/NOT REPORTED

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