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COMPARATIVE SAFETY STATISTICS IN UNITED STATES AIRLINE OPERATIONS

PART I - YEARS 1938 - 1945

AUGUST 15, 1953

FOREWORD

The Comparative Safety Statistics in United States Airline Operations furnishes details of the safety progress of the U. S. Airlines from 1938 to 1952. It is now presented in two parts; Part I covering the years 1938 through 1945, and Part II, 1946 through 1952.

Part I includes comparative safety statistics of scheduled domestic air carrier operators (including territorial carriers) starting on Page 1. Comparative safety statistics of scheduled international air carrier operators on Page 4.

Part II includes comparative safety statistics of scheduled domestic air carrier operators (including trunk, local service and territorial carriers) on Page 1. Scheduled domestic (certificated) all cargo carriers on Page 4. Comparative safety statistics of scheduled international air carrier operators on Page 6. Scheduled international (certificated) all cargo carriers on Page 9. Comparative safety statistics of large irregular air carriers in domestic and international operations, 1948 - 1952, on Page 11.

Part II is issued annually and will be revised as necessary.

3069

COMPARATIVE SAFETY STATISTICS OF SCHEDULED DOMESTIC AIR CARRIER OPERATORS
(Includes Territorial Carriers)

Items Considered	Calendar Years 1938	1939	1940	1941	1942	1943	1944	1945
SCHEDULED OPERATIONS								
Passenger Carrying Service:								
Total number accidents	22	27	29	26	23	14	24	33
Total number fatal accidents	5	2	3	4	5	2	3	7
Revenue passenger miles flown	479,844,000	682,904,000	1,052,156,000	1,384,733,000	1,418,042,000	1,634,135,000	2,178,207,000	3,362,455,000
Non-revenue passenger miles flown	80,816,000	72,214,000	105,744,000	121,570,000	83,237,000	36,800,000	33,698,000	45,835,000
Total	560,660,000	755,118,000	1,157,900,000	1,506,303,000	1,501,279,000	1,670,935,000	2,211,905,000	3,408,290,000
Revenue passengers carried	1,197,100	1,734,762	2,802,781	3,848,882	3,136,755	3,019,736	4,045,965	6,576,252
Non-revenue passengers carried	168,606	161,031	235,838	292,866	188,971	96,236	86,149	111,716
Total	1,365,706	1,895,793	3,038,619	4,141,748	3,325,726	3,115,972	4,132,114	6,687,968
Percent passengers fatally injured	.0018	.0005	.0012	.0008	.0017	.0007	.0012	.0011
Passenger miles flown per passenger fatality	22,426,400	83,902,000	33,082,857	43,037,229	27,295,982	75,951,591	46,081,354	44,845,921
Passenger fatalities per 100 million passenger miles flown	4.5	1.2	3.0	2.3	3.7	1.3	2.2	2.2
Passenger fatalities	25	9	35	35	55	22	48	76
Plane miles flown	68,398,327	82,914,085	109,871,044	133,497,688	109,495,184	101,238,437	127,937,544	193,862,859
Plane miles flown per accident	3,109,015	3,070,892	3,788,657	5,134,526	4,760,660	7,231,317	5,330,731	5,874,632
Plane miles flown per fatal accident	13,679,665	41,457,043	36,623,681	33,374,422	21,899,037	50,619,218	42,645,848	27,694,694
Fatal accidents per 1,000,000 plane miles	.073	.024	.027	.030	.046	.020	.023	.036
Crew fatalities:								
Pilot	3	1	3	3	5	2	3	4
Copilot	4	1	3	3	5	2	3	4
Other	3	1	4	3	6	4	2	3
Total crew fatalities	10	3	10	9	16	8	8	11

COMPARATIVE SAFETY STATISTICS OF SCHEDULED DOMESTIC AIR CARRIER OPERATORS (Continued)
(Includes Territorial Carriers)

Items Considered	Calendar Years 1938	1939	1940	1941	1942	1943	1944	1945
SCHEDULED OPERATIONS								
Other Revenue Operations: 1/ (Mail, Express, Charter, etc.)								
Total number accidents	1	1	1	1	0	9	6	7
Total number fatal accidents	0	0	0	0	0	0	2	1
Plane miles flown	695,375	319,536	642,627	1,419,272	2,279,495	4,194,564	10,902,621	15,506,028
Plane miles flown per accident	695,375	319,536	642,627	1,419,272	0	466,063	1,817,103	2,215,147
Plane miles flown per fatal accident	0	0	0	0	0	0	5,451,310	15,506,028
Fatal accidents per 1,000,000 plane miles	0	0	0	0	0	0	.181	.062
Crew fatalities:								
Pilot	0	0	0	0	0	0	2	1
Copilot	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Total fatalities	0	0	0	0	0	0	2	1
Non-Revenue Operations: (Test, Training, Engineering, Ferry, etc.)								
Total number accidents	6	5	7	6	4	4	5	2
Total number fatal accidents	0	0	0	0	0	0	1	1
Plane miles flown	3,101,080	3,286,376	4,555,902	5,114,404	3,959,914	2,735,072	4,759,057	9,230,202
Plane miles flown per accident	516,847	657,275	650,843	852,401	989,978	683,768	950,611	4,615,101
Plane miles flown per fatal accident	0	0	0	0	0	0	4,759,057	9,230,202
Fatal accidents per 1,000,000 plane miles	0	0	0	0	0	0	.210	.108
Crew fatalities:								
Pilot	0	0	0	0	0	0	1	1
Copilot	0	0	0	0	0	0	1	0
Other	0	0	0	0	0	0	0	2
Total fatalities	0	0	0	0	0	0	2	3

1/ 1938 - 1945 Other Revenue Operations included all revenue flights by the scheduled operators.

COMPARATIVE SAFETY STATISTICS OF SCHEDULED DOMESTIC AIR CARRIER OPERATORS (Continued)

NOTES: (1) In this tabulation the passenger fatality rate per 100 million passenger miles is based on the combined total of revenue and non-revenue passengers who were fatally injured and the total passenger miles flown.

(2) These statistics exclude all propeller accidents to persons.

(3) Mileage figures prior to 1944 computed on basis of course flown distances; 1944 and thereafter, on basis of direct airport to airport distances.

NOTE: Bureau of Air Operations is the source of all traffic statistics contained in this report.

COMPARATIVE SAFETY STATISTICS OF SCHEDULED INTERNATIONAL AIR CARRIER OPERATORS

Items Considered	Calendar Years 1938	1939	1940	1941	1942	1943	1944	1945
SCHEDULED OPERATIONS								
Passenger Carrying Service:								
Total number accidents	7	6	6	4	2	2	7	5
Total number fatal accidents	2	1	0	1	0	1	1	2
Revenue passenger miles flown	53,208,000	71,845,000	99,795,000	162,824,000	236,956,000	244,229,000	310,574,000	447,968,000
Non-revenue passenger miles flown	591,000	6,426,000	4,700,000	3,126,000	3,358,000	10,145,000	11,549,000	14,212,000
Total	53,799,000	78,271,000	104,495,000	165,950,000	240,314,000	254,374,000	322,123,000	462,180,000
Revenue passengers carried	109,265	129,028	162,617	228,524	269,345	279,402	341,496	475,558
Non-revenue passengers carried	151	7,062	7,562	7,278	6,855	13,486	15,166	17,940
Total	109,416	136,090	170,179	235,802	276,200	292,888	356,662	493,498
Percent passengers fatally injured	.0064	.0073	0	.0008	0	.0034	.0048	.0034
Passenger miles flown per passenger fatality	7,685,571	7,827,100	0	82,975,000	0	25,437,400	18,948,412	27,187,059
Passenger fatalities per 100 million passenger miles flown	13.0	12.8	0	1.2	0	3.9	5.3	3.7
Passenger fatalities	7	10	0	2	0	10	17	17
Plane miles flown	6,883,959	7,578,383	9,595,642	13,776,392	17,729,978	17,563,285	21,176,349	30,860,064
Plane miles flown per accident	983,423	1,263,064	1,599,274	3,444,098	8,864,989	8,781,643	3,025,193	6,172,013
Plane miles flown per fatal accident	3,441,980	7,578,383	0	13,776,392	0	17,563,285	21,176,349	15,430,032
Fatal accidents per 1,000,000 plane miles	.291	.132	0	.073	0	.057	.047	.065
Crew fatalities:								
Pilot	2	1	0	0	0	1	0	0
Copilot	2	1	0	0	0	1	0	1
Other	8	2	0	0	0	2	0	9
Total crew fatalities	12	4	0	0	0	4	0	10

COMPARATIVE SAFETY STATISTICS OF SCHEDULED INTERNATIONAL AIR CARRIER OPERATORS (Continued)

Items Considered	Calendar Years 1938	1939	1940	1941	1942	1943	1944	1945
SCHEDULED OPERATIONS								
Other Revenue Operations: 1/ (Mail, Express, Charter, etc.)								
Total number accidents	2	0	0	1	0	0	0	0
Total number fatal accidents	1	0	0	0	0	0	0	0
Plane miles flown	158,544	29,091	56,091	633,966	951,081	894,579	1,096,289	1,748,640
Plane miles flown per accident	79,272	0	0	633,966	0	0	0	0
Plane miles flown per fatal accident	158,544	0	0	0	0	0	0	0
Fatal accidents per 1,000,000 plane miles	6.31	0	0	0	0	0	0	0
Crew fatalities:								
Pilot	1	0	0	0	0	0	0	0
Copilot	1	0	0	0	0	0	0	0
Other	5	0	0	0	0	0	0	0
Total fatalities	7	0	0	0	0	0	0	0
Non-Revenue Operations: (Test, Training, Engineering, Ferry, Etc.)								
Total number accidents	0	1	2	8	1	7	4	2
Total number fatal accidents	0	0	0	1	0	2	0	0
Plane miles flown	435,053	532,307	1,038,817	1,750,353	2,489,749	4,073,813	2,652,956	2,907,765
Plane miles flown per accident	0	532,307	519,408	218,794	2,489,749	581,973	663,239	1,453,882
Plane miles flown per fatal accident	0	0	0	1,750,353	0	2,036,906	0	0
Fatal accidents per 1,000,000 plane miles	0	0	0	.057	0	.049	0	0
Crew fatalities:								
Pilot	0	0	0	1	0	1	0	0
Copilot	0	0	0	0	0	0	0	0
Other	0	0	0	2	0	3	0	0
Total fatalities	0	0	0	3	0	4	0	0

1/ 1938 - 1945 Other Revenue Operations included all revenue flights by the scheduled operators.

404

COMPARATIVE SAFETY STATISTICS OF SCHEDULED INTERNATIONAL AIR CARRIER OPERATORS (Continued)

NOTES: (1) In this tabulation the passenger fatality rate per 100 million passenger miles is based on the combined total of revenue and non-revenue passengers who were fatally injured and the total passenger miles flown.

(2) These statistics do not include the following fatal accidents which occurred during the course of military contract flying:

1. Botwood, Newfoundland, October 3, 1942.
2. Mr. Ukiah, Calif., January 21, 1943
3. Lisbon, Portugal, February 22, 1943
4. Nome, Alaska, April 6, 1944

(3) These statistics exclude all propeller accidents to persons.

(4) Mileage figures computed on basis of direct airport to airport distances.

NOTE: Bureau of Air Operations is the source of all traffic statistics contained in this report.

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RESUME OF U.S. AIR CARRIER ACCIDENTS

CALENDAR YEARS 1938 THROUGH 1945

SEPTEMBER 1, 1953

REVISED AS OF JUNE 30, 1953

904

FOREWORD

This RESUME OF AIR CARRIER ACCIDENTS furnishes a brief description of the facts, conditions, and circumstances of the accidents which occurred during the course of AIR CARRIER OPERATIONS during the calendar years 1938 through 1945.

The resume is arranged in relation to air carrier operations and services as follows:

Scheduled Domestic

- Passenger Carrying
- Other Revenue
- Non-Revenue

Scheduled International

- Passenger Carrying
- Other Revenue
- Non-Revenue

Each accident is shown by day or night, date, location, operator, aircraft, aircraft damage, fire (either in air or after impact), the total number of persons aboard and the division of injury between crew, passengers, and others.

Complete public reports which have been issued on a number of these accidents following public hearings by the Civil Aeronautics Board are available upon request if they are still in print. Otherwise photostatic copies can be furnished on request and at cost. In those cases not covered by public reports, factual data are available on request.

A statistical recapitulation showing total accidents, fatal accidents, aircraft damage, division of injury, and fire precedes each year. These factors are separated into the categories of air carrier operations earlier noted.

RECAPITULATION OF U. S. AIR CARRIER ACCIDENTS
(Calendar Year 1938)

Type of Operation	Total Accidents	Fatal Accidents	Aircraft Damage			Crew Injury			Passenger Injury			Total Aboard	Fire			See Pages
			Destroyed	Substantial	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None		In Air	After Impact	On Ground	
Scheduled Domestic																
Passenger Carrying	22	5	6	15	1	10	0	50	25	1	138	224	2	1	0	1-4
Other Revenue	1	0	0	1	0	0	0	3	0	0	19	22	0	0	0	4
Non-Revenue	6	0	0	6	0	0	0	14	0	0	10	24	0	0	0	4-5
Sub-Total	29	5	6	22	1	10	0	67	25	1	167	270	2	1	0	
Scheduled International																
Passenger Carrying	7	2	4	3	0	12	0	21	7	0	39	79	0	0	0	5-6
Other Revenue	2	1	1	1	0	7	0	2	0	0	0	9	1	0	0	7
Non-Revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Sub-Total	9	3	5	4	0	19	0	23	7	0	39	88	1	0	0	
Total																
Passenger Carrying	29	7	10	18	1	22	0	71	32	1	177	303	2	1	0	
Other Revenue	3	1	1	2	0	7	0	5	0	0	19	31	1	0	0	
Non-Revenue	6	0	0	6	0	0	0	14	0	0	10	24	0	0	0	
Grand Total	38	8	11	26	1	29	0	90	32	1	206	358	3	1	0	

AIR CARRIER ACCIDENTS - CALENDAR YEAR 1938

A. Scheduled Domestic Operations - Passenger Carrying Service

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N-	1/7/38	Newark, New Jersey	American	DC-3	Substantial	None	8	0	0	3	0	0	5	0	0	0
	Struck ground making blind turn at low altitude with flaps down.															
	1/10/38	Bozeman, Montana	Northwest	Lockheed 14-H	Destroyed	After Impact	10	2	0	0	8	0	0	0	0	0
	Structural failure in flight of vertical fins and rudders - flutter. Fire after crash.															
	1/30/38	Concord, N. H.	Boston - Maine	Lockheed - Electra 10-B	Substantial	None	11	0	0	2	0	0	9	0	0	0
	Taking off - struck snowbank on right side of runway.															
N-	2/9/38	Camden, New Jersey	TWA	DC-2	Substantial	None	14	0	0	3	0	0	11	0	0	0
	Tail wheel cradle assembly collapsed causing groundloop.															
N-	2/17/38	W. Palm Beach, Florida	No. Am. Aviation	DC-2	Substantial	None	9	0	0	3	0	0	6	0	0	0
	Brakes failed to hold after taxiing through water. Aircraft rolled past end of runway, swung around and tail struck approach light.															
	2/18/38	Nr. Forrest City, Ark.	American	DST-G2	Substantial	None	13	0	0	3	0	0	10	0	0	0
	Failure of left engine. Vibration caused forced landing. Master rod failure.															

N - Night.
F - Fatal; S - Serious; M/N - Minor and/or no injury.

604

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	3/1/38	Nr. Fresno, Calif.	TWA	DC-2	Destroyed	None	9	3	0	0	6	0	0	0	0	0
	Change in wind direction and velocity unknown to pilot. (Plane was not located until 6/15/38).															
N -	3/10/38	Richlands, N. Carolina	American	DST-C102	Substantial	None	10	0	0	3	0	0	7	0	0	0
	Lost - Landed with wheels raised.															
	5/23/38	Camden, New Jersey	Eastern	DC-2	Substantial	None	7	0	0	3	0	0	4	0	0	0
	Pilot overshot airport and went through fence on north side of airport.															
N -	5/24/38	Cleveland, Ohio	United	DST	Destroyed	In Air	10	3	0	0	7	0	0	0	0	0
	Crashed in woods. Failure of cylinder followed by fire in air.															
	6/5/38	Nr. Richmond, Va.	Eastern	DC-3	Substantial	None	21	0	0	3	0	0	18	0	0	0
	Ran into heavy hailstorm, damaging ship.															
	7/7/38	Chattanooga, Tennessee	Eastern	DC-2	Substantial	None	12	0	0	3	0	0	9	0	0	0
	Taxied into ditch on field.															
N -	7/8/38	Billings, Montana	Northwest	Lockheed 14-H	Destroyed	None	10	0	0	2	1	1	6	0	0	0
	Stops installed on prop., pitch control lever preventing them from being moved to full low pitch position.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
	8/12/38	New Orleans, La.	Eastern	DC-2	Substantial	None	11	0	0	3	0	0	8	0	0	0
	While taxiing to the loading ramp, the left brake locked causing aircraft to swing into fence.															
N -	8/24/38	Albuquerque, New Mexico	TWA	DC-3B	Substantial	None	11	0	0	3	0	0	8	0	0	0
	Struck hill on take off due to engine malfunctioning.															
	9/1/38	Louisville, Kentucky	American	DC-2	Minor	None	8	0	0	3	0	0	5	0	0	0
	Tail wheel ran off apron - dropped into ditch.															
N -	10/4/38	Billings, Montana	Northwest	Lockheed 14H-2	Substantial	None	3	0	0	2	0	0	1	0	0	0
	Take-off - landing gear raised too soon.															
N -	10/7/38	Houston, Texas	Braniff	Lockheed Electra 10-A	Substantial	None	9	0	0	2	0	0	7	0	0	0
	Landed with wheels up.															
N -	10/18/38	Montgomery, Alabama	Eastern	DC-2	Destroyed	In Air	14	0	0	3	0	0	11	0	0	0
	Fire after take - off. Landed but aircraft was destroyed by fire.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury: Crew F	Crew S	Crew M/N	Passengers F	Passengers S	Passengers M/N	Others F	Others S	Others M
N -	11/18/38	Indianapolis, Indiana	Eastern	DC-2	Substantial	None	10	0	0	3	0	0	7	0	0	0
	Construction work on airport not well marked. Co-pilot at controls. Visibility very limited.															
	11/29/38	Point Reyes, Calif.	United	DC-3	Destroyed	None	7	2	0	1	3	0	1	0	0	0
	Flight became lost and pilot unable to determine his location on scheduled flight. Ran out of fuel and landed in sea.															
	12/5/38	Nr. Waco, Texas	Braniff	Lockheed Electra 10-A	Substantial	None	7	0	0	2	0	0	5	0	0	0
	Propeller tips broke off - engine failed, fell out.															
A.	Scheduled Domestic Operations - Other Revenue Operations															
	11/13/38	Boston, Mass.	American	DC-3	Substantial	None	22	0	0	3	0	0	19	0	0	0
	Downdraft caused aircraft to drop in during a landing.															
A.	Scheduled Domestic Operations - Non-Revenue Operations															
	1/13/38	Redding, California	United	Boeing 247-D	Substantial	None	8	0	0	2	0	0	6	0	0	0
	Pilot overshot airport and while taking off to circle field again, the aircraft struck a tree top and high tension wires.															

A. Scheduled Domestic Operations - Non-Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
1/19/38	Burbank, Calif.	TWA	Stearman C-3R	Substantial	None	2	0	0	2	0	0	0	0	0	0
Brake assembly bolts sheared after brakes were applied following a landing. Groundlooped.															
6/8/38	Atlanta, Georgia	Delta Air Corp.	Pitcairn PA-7S	Substantial	None	2	0	0	2	0	0	0	0	0	0
Damaged on landing.															
7/12/38	St. Paul, Minn.	Northwest	Lockheed 10B	Substantial	None	6	0	0	2	0	0	4	0	0	0
Tail wheel damaged by striking unpaved end of runway.															
N - 12/3/38	Minneapolis, Minn.	Northwest	Lockheed 14-H	Substantial	None	3	0	0	3	0	0	0	0	0	0
Engine failure of undetermined nature during test flight necessitated forced landing on unsuitable terrain.															
12/5/38	Pheonix, Arizona	American	DST-0102	Substantial	None	3	0	0	3	0	0	0	0	0	0
Retractable landing gear mechanism failure - cause undetermined.															
B. Scheduled U. S. Flag International - Passenger Carrying Service															
1/20/38	Buenos Aires, Argentina	Panagra	DC-3-G	Substantial	None	9	0	0	4	0	0	5	0	0	0
Foreign pilot and ship responsible - Fleet, property Argentine Gov't., had just landed - groundlooped into landing Douglas.															

B. Scheduled U. S. Flag International - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
1/26/38	Tapachula, Mexico	Pan American	DC-2	Substantial	None	11	0	0	4	0	0	7	0	0	0
	Landing gear failure while taxiing.														
4/25/38	Kingston, Jamaica	Pan American	Sikorsky S-43	Destroyed	None	16	0	0	4	0	0	12	0	0	0
	Left engine quit; pontoon smashed in landing.														
6/19/38	Nr. Santiago, Chile	Panagra	DC-2	Destroyed	None	4	3	0	0	1	0	0	0	0	0
	Undeterminable and doubtful: Aircraft disappeared off coast of Chile. Wreckage not located.														
N - 7/15/38	Moron, Argentina	Pan American	DC-3-G103	Destroyed	None	13	0	0	5	0	0	8	0	0	0
	Valve broken - One motor failed after take-off; while aircraft was attempting return to airport it struck building used as home for the aged. Extent of injury to 14 inmates struck by falling roof unknown.														
7/29/38	Guam to Manila	Pan American	Martin 130	Destroyed	None	15	9	0	0	6	0	0	0	0	0
	Disappeared at sea.														
11/3/38	Sea-Virgin Islands	Pan American	Sikorsky S-43	Substantial	None	11	0	0	4	0	0	7	0	0	0
	Went aground on coral reef - damaged hull.														

B. Scheduled U. S. Flag International - Other Revenue Operations

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
1/11/38	Pago Pago, Samoa	Pan American	Sikorsky S-42-B	Destroyed	In Air	7	7	0	0	0	0	0	0	0	0
Fire or explosion in the air while dumping fuel. Cause of ignition undeterminable.															
1/12/38	Akiak, Alaska	*Pacific Alaska	Pilgrim 100-A	Substantial	None	2	0	0	2	0	0	0	0	0	0
Ski-stand broke on take-off.															

B. Scheduled U. S. Flag International - Non-Revenue Operations

No Accidents

*Subsidiary of Pan-American Airways

CAB

RECAPITULATION OF U. S. AIR CARRIER ACCIDENTS
(Calendar Year 1939)

Type of Operation	Total Accidents	Fatal Accidents	Aircraft Damage			Crew Injury			Passenger Injury			Total Aboard	Fire			See Pages
			Destroyed	Substantial	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None		In Air	After Impact	On Ground	
Scheduled Domestic																
Passenger Carrying	27	2	2	24	1	3	2	66	9	3	238	321	2	1	0	8-13
Other Revenue	1	0	0	1	0	0	0	2	0	0	0	2	0	0	0	13
Non-Revenue	5	0	0	5	0	0	0	8	0	0	3	11	0	0	0	13-14
Sub-Total	33	2	2	30	1	3	2	76	9	3	241	334	2	1	0	
Scheduled International																
Passenger Carrying	6	1	1	5	0	4	0	35	10	1	55	105	0	1	0	14-15
Other Revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Non-Revenue	1	0	0	1	0	0	0	9	0	0	2	11	0	0	0	15
Sub-Total	7	1	1	6	0	4	0	44	10	1	57	116	0	1	0	
Total																
Passenger Carrying	33	3	3	29	1	7	2	101	19	4	293	426	2	2	0	
Other Revenue	1	0	0	1	0	0	0	2	0	0	0	2	0	0	0	
Non-Revenue	6	0	0	6	0	0	0	17	0	0	5	22	0	0	0	
Grand Total	40	3	3	36	1	7	2	120	19	4	298	450	2	2	0	

CAB

A. Scheduled Domestic Operations - Passenger Carrying Service

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
	1/8/39	Nr. Abilene, Texas	American	DST-B	Minor	None	17	0	0	3	0	1	13	0	0	0
	Encountered very rough air at 6000 feet - passengers shaken and aircraft slightly damaged. One passenger severely injured.															
N	1/13/39	Miles City, Montana	Northwest	Lockheed 14-H	Destroyed	In Air	4	2	0	0	2	0	0	0	0	0
	Shortly after take-off it is apparent that fire broke out in pilot's cockpit causing loss of control. Cause undetermined.															
	1/24/39	Augusta, Maine	Boston-Maine	Lockheed Electra 10-A	Substantial	None	3	0	0	1	0	0	2	0	0	0
	Aircraft was dispatched into an area of known diminishing visibility, and to airports reported to be seriously restricted because of snow and ice. In landing, pilot lost sight of field during third approach and overshot. Pilot groundlooped to avoid more serious damage.															
N	3/22/39	Nr. Maine Field, Arizona	TWA	DC-3B	Substantial	None	14	0	0	3	0	0	11	0	0	0
	While in flight, there was a powerful discharge of static electricity which had accumulated in aircraft structure, probably originating from lightning bolt.															
N	3/25/39	Kansas City, Mo.	Mid-Continental	Lockheed Electra 10-A	Substantial	None	4	0	0	2	0	0	2	0	0	0
	Leading edge collided with a duck in flight.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	3/26/39	Oklahoma City, Okla.	Braniff	DC-2	Destroyed	After Impact	12	1	2	0	7	2	0	0	0	0
	Failure of No. 6 cylinder following take-off, necessitated forced landing off airport. Pilot was unable to maintain complete control of airplane due to drag of left engine and its loose cowling. Struck ground in a slip and fire followed.															
	3/27/39	Atlanta, Georgia	Eastern	DC-3	Substantial	None	20	0	0	3	0	0	17	0	0	0
	Throttle control failure resulted in overshooting and landing off airport.															
	4/28/39	Buffalo, New York	American	DC-3-G2	Substantial	None	20	0	0	3	0	0	17	0	0	0
	Left brake grabbed and failed to release when applied during a landing. Tail came up but fell back again.															
N -	5/2/39	Daytona Beach, Florida	Eastern	DC-2 Stinson	Substantial	None	12	0	0	3	0	0	9	0	0	0
	Landed and rolled into parked Stinson at loading ramp.															
	5/8/39	Atlanta, Georgia	Eastern	DC-3-G2	Substantial	None	20	0	0	3	0	0	17	0	0	0
	After normal landing, pilot was unable to decelerate aircraft due to slickness of runway after a rain. The aircraft went off end of runway and sustained substantial damage.															
	5/25/39	Bismarck, N. Dakota	Northwest	DC-3-A	Substantial	None	10	0	0	3	0	0	7	0	0	0
	Parking brakes were set while in flight and not released prior to landing.															

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A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	6/1/39	Miami, Florida	Eastern	DC-2	Substantial	None	5	0	0	2	0	0	3	0	0	0
	Pilot inadvertently moved landing gear pressure actuating lever too far, allowing landing gear to retract while aircraft was on the ground.															
	6/11/39	Atlanta, Georgia	Eastern	DC-3-G2	Substantial	None	20	0	0	2	0	0	18	0	0	0
	Broken exhaust valve #2 cylinder. Landed without gear being latched and landing gear retracted on left side. Evidence indicates that copilot failed to fully extend landing gear before attempting to latch it. Landing was being made with only one good engine and pilot elected to land rather than attempt a second approach.															
	7/11/39	Avalon, California	Wilmington-Catalina	Douglas Dolphin	Substantial	None	10	0	0	2	0	0	8	0	0	0
	Wave struck stabilizer after a normal landing.															
	7/25/39	Columbia, S. Carolina	Delta Air Corp.	Lockheed Electra 10-B	Substantial	None	8	0	0	2	0	0	6	0	0	0
	Field was wet and muddy after a hard rain. Pilot was unable to stop aircraft with brakes after landing and groundlooped off of runway to prevent worse damage.															
	7/30/39	Robertson, Missouri	Chi. & So.	Lockheed Electra 10-B	Substantial	None	10	0	0	2	0	0	8	0	0	0
	Aircraft tail wheel struck a deep hole in runway, which swerved aircraft to left. Pilot was unable to correct this groundloop.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	8/11/39	Chicago, Illinois	United	DST A-S1CG	Substantial	None	18	0	0	4	0	0	14	0	0	2
	Pilot continued landing following approach which was too high and fast. Struck hangar and two persons in radio shack were injured by falling bricks. Rain was falling when approach was begun, but had ceased before landing was completed.															
	8/25/39	Avalon, California	Wilmington-Catalina	Douglas Dolphin	Substantial	None	10	0	0	2	0	0	8	0	0	0
	After making a normal water landing a swell or "surge" struck the under tip of right stabilizer causing damage.															
	8/30/39	Burbank, California	Western Air	Boeing 247-D	Substantial	None	7	0	0	3	0	0	4	0	0	0
	Oleo strut threads of landing gear had failed on take off. Upon landing subsequently aircraft was damaged.															
	10/15/39	Detroit, Michigan	PCA	Boeing 247-D	Substantial	None	12	0	0	2	0	0	10	0	0	0
	Pilot taxied aircraft into a gasoline truck.															
N -	10/21/39	Newark, New Jersey	Eastern	(2) Douglas DC-2	Substantial	None	28 *	0	0	6	0	0	22	0	0	0
	Aircraft was taxied out behind another airliner and because visibility was restricted and static interferred with radio reception, pilot apparently confused lights of other plane with runway lights and taxied into it.															

* Crew and passengers in both aircraft

520

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)"

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
10/22/39	Norfolk, Virginia	PCA	Boeing 247-D	Substantial	None	7	0	0	2	0	0	5	0	0	0
	Both engines failed at 100 feet following take off resulting in forced landing with wheels only 3/4 lowered. Evidence and investigation indicated that engine failure was caused by pilot inadvertently turning off fuel instead of switching tanks just before take-off.														
10/25/39	Collierville, Tenn.	Eastern	DC-2	Substantial	In Air	10	0	0	3	0	0	7	0	0	0
	Fire in baggage compartment of unknown origin necessitated a landing with wheels up on farm land.														
11/23/39	Newark, New Jersey	American	DC-3-G102	Substantial	None	18	0	0	3	0	0	15	0	0	0
	Aircraft failed to respond properly to control on take off due to coating of frost on wings and rpm of left engine was reduced due to icing conditions. Ran off runway into rock pile as ground fog was over one end of runway.														
12/16/39	So. Washington, Va.	American	DC-3-G102	Substantial	None	7	0	0	3	0	0	4	0	0	0
	Propeller blast from another airliner against tail group damaged both elevators.														
12/22/39	Shreveport, La.	Delta	Lockheed Electra 10-B	Substantial	None	9	0	0	2	0	0	7	0	0	0
	Landing was made in weather requiring instrument approach. While taxiing to ramp, pilot applied brakes to make a turn but due to slick condition of terrain, they were ineffective. He then gunned engine without effecting direction of motion. Aircraft skidded into a radio antenna pole which broke off due to dry rot at base and fell across aircraft.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	12/26/39	Tulsa, Oklahoma	Mid-Continent	Lockheed-Electra 10-A	Substantial	None	6	0	0	2	0	0	4	0	0	0
	Pilot approaching for a landing found that aircraft was carrying considerable ice, came in with excessive speed and made a hard landing. The aircraft bounced into the air several feet. The left landing gear failed and allowed the left wing to strike the ground.															
	A. Scheduled Domestic Operations - Other Revenue Operations															
	4/28/39	Avalon, California	Wilmington - Catalina	Douglas Dolphin	Substantial	None	2	0	0	2	0	0	0	0	0	0
	During course of a normal water landing, a wave struck underside of stabilizer, buckling frames and skin at base of fin.															
	A. Scheduled Domestic Operations - Non-Revenue Operations															
	1/27/39	Amarillo, Texas	TWA	Waco AGC-8	Substantial	None	2	0	0	2	0	0	0	0	0	0
	Strong wind of 40 mph overturned taxiing aircraft.															
	8/5/39	Pampa, Texas	TWA	Waco AGC-8	Substantial	None	3	0	0	2	0	0	1	0	0	0
	Pilot allowed aircraft to deviate on take-off course and strike a boundary light and fence.															
	8/7/39	Cleveland, Ohio	American	DC-2	Substantial	None	1	0	0	1	0	0	0	0	0	0
	Right lower tube of tail wheel frame assembly broke just aft of the frame hinge fitting, during normal landing.															

A. Scheduled Domestic Operations - Non-Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
11/3/39	Charleston, S. C.	Eastern	Stinson SR-9D	Substantial	None	3	0	0	1	0	0	2	0	0	0
	Pilot groundlooped aircraft upon landing.														
12/15/39	Rodeo, New Mexico	TWA	Waco SGC-8	Substantial	None	2	0	0	2	0	0	0	0	0	0
	Forced landing was made on unsuitable terrain, shortly after take-off, due to failure of lower half of No. 1 piston.														
	B. Scheduled U. S. Flag International - Passenger Carrying Service														
N - 2/19/39	San Juan, P. R.	Pan American	Sikorsky S-42-B	Substantial	None	30	0	0	6	0	0	24	0	0	0
	During landing, water was rough and aircraft struck a large swell causing a water loop.														
6/15/39	Laguaira, Venezuela	Panagra	Sikorsky S-43	Substantial	None	10	0	0	3	0	0	7	0	0	0
	Aircraft groundlooped on take-off from small field.														
7/24/39	Horta, Azores	Pan American	Boeing 314	Substantial	None	19	0	0	11	0	0	8	0	0	0
	Fuselage was buckled during rough sea landing.														
8/13/39	Rio De Janeiro, Brazil	Pan American	Sikorsky S-43B	Destroyed	After Impact	16	4	0	0	10	1	1	0	0	0
	During landing approach, left engine lost power from undetermined cause. Left turn was made but insufficient altitude remained to reach safe landing area. Aircraft stalled into a large cassion of steel and concrete.														

B. Scheduled U. S. Flag International - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
11/5/39	Manhasset Bay, L.I., N.Y.	Pan American	Boeing B-314	Substantial	None	20	0	0	12	0	0	8	0	0	0
Pilot discontinued take-off run due to rough water. While taxiing back to take off point, he was advised that damage had resulted to left sea wing and hydro-stabilizer. Inspection revealed that a single row of rivets at the rear of step out board had been sheared.															
12/16/39	Caripito, Venezuela	Panagra	Sikorsky S-43	Substantial	None	10	0	0	3	0	0	7	0	0	0
After a normal landing and while rolling on ground, left landing gear collapsed. Cause of such failure has not yet been determined.															
B. Scheduled U. S. Flag International - Other Revenue Operations															
No Accidents.															
B. Scheduled U. S. Flag International - Non-Revenue Operations															
2/11/39	Astoria Harbor, Oregon	Pan American	Boeing 314	Substantial	None	11	0	0	9	0	0	2	0	0	0
Left landing gear collapsed following a normal landing.															

RECAPITULATION OF U. S. AIR CARRIER ACCIDENTS
(Calendar Year 1940)

Type of Operation	Total Accidents	Fatal Accidents	Aircraft Damage			Crew Injury			Passenger Injury			Total Aboard	Fire			See Pages
			Destroyed	Substantial	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None		In Air	After Impact	On Ground	
Scheduled Domestic																
Passenger Carrying	29	3	3	26	0	10	0	72	35	7	209	333	0	2	0	16-21
Other Revenue	1	0	0	1	0	0	0	2	0	0	4	6	0	0	0	21
Non-Revenue	7	0	0	7	0	0	0	16	0	0	23	39	0	0	0	21-22
Sub-Total	37	3	3	34	0	10	0	90	35	7	236	378	0	2	0	
Scheduled International																
Passenger Carrying	6	0	1	5	0	0	2	23	0	0	41	66	0	0	0	22-23
Other Revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
Non-Revenue	2	0	0	2	0	0	0	8	0	0	0	8	0	0	0	24
Sub-Total	8	0	1	7	0	0	2	31	0	0	41	74	0	0	0	
Total																
Passenger Carrying	35	3	4	31	0	10	2	95	35	7	250	399	0	2	0	
Other Revenue	1	0	0	1	0	0	0	2	0	0	4	6	0	0	0	
Non-Revenue	9	0	0	9	0	0	0	24	0	0	23	47	0	0	0	
Grand Total	45	3	4	41	0	10	2	121	35	7	277	452	0	2	0	

525

A. Scheduled Domestic Operations - Passenger Carrying Service

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	1/12/40	Moline, Illinois	United	DST	Substantial	None	8	0	0	3	0	0	5	0	0	0
	Left engine failed due to cracked master rod. Pilot made landing approach crosswind but then attempted to pull up over obstructions with only one engine functioning. Struck top of tree. Landed on ice of river and skidded into bank.															
N -	1/26/40	Birmingham, Alabama	Delta	Lockheed Electra 10-B	Substantial	None	8	0	0	2	0	0	6	0	0	0
	While taxiing the fin and rudder were dragged over a snow bank, bending and buckling these parts.															
	2/5/40	Norfolk, Virginia	PCA	Boeing 247-D	Substantial	None	10	0	0	2	0	0	8	0	0	0
	Following normal landing thawing field reduced traction of wheels to practically nothing when brakes were applied. The aircraft slipped into a ditch.															
	2/8/40	New York City, N. Y.	United	DST-G102 & DSTA	Substantial	None	11	0	0	4	0	0	7	0	0	0
	Mechanic was taxiing airliner and collided with another airliner which was parked and loading.															
	2/9/40	Cincinnati, Ohio	American	DC-3	Substantial	None	8	0	0	3	0	0	5	0	0	0
	Overshot on landing approach and groundlooped to avoid striking obstructions. Due to slippery condition of the field, brakes did not hold.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
	2/17/40	Gladwin, Michigan	PCA	Boeing 247-D	Substantial	None	4	0	0	2	0	0	2	0	0	0
	Oil pressure of left engine dropped and pilot elected to land. Overshot and struck a fence. Oil pressure line was found broken.															
N	2/23/40	Wichita, Kansas	Braniff	DC-3	Substantial	None	10	0	0	3	0	0	7	0	0	0
	Pilot overshot on landing and the soft condition of field allowed wheels to lock and slide when brakes were applied. Rolled into a fence.															
N	3/7/40	Cleveland, Ohio	United	DC-3A	Substantial	None	20	0	0	3	0	0	17	0	0	0
	Pilot bounced aircraft on landing and during recovery, right wing dropped and touched the ground.															
N	3/11/40	Milwaukee, Wisconsin	Northwest	DC-3A	Substantial	None	18	0	0	3	0	0	15	0	0	0
	Co-pilot inadvertently opened landing gear retracting valve while engines were being started. Allowed one side of landing gear to retract.															
	3/25/40	Billings, Montana	Northwest	DC-3A	Substantial	None	7	0	0	3	0	0	4	0	0	0
	Struck by lightning while flying through snow storm, but flight was continued to destination.															
	3/29/40	Vero Beach, Florida	Eastern	DC-2	Substantial	None	8	0	0	3	0	0	5	0	0	0
	Left tire blew out on take-off, causing tail section to strike runway severely.															

cheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	3/29/40	Arlington, Virginia	Eastern	DC-3	Substantial	None	21	0	0	3	0	0	18	0	0	0
	Brushed through tops of trees during an approach for landing under conditions of hazy visibility.															
N -	3/31/40	Mr. Jackson, Miss.	Delta	Lockheed-Electra 10-B	Substantial	None	7	0	0	2	0	0	5	0	0	0
	Flew into flock of geese.															
	4/3/40	Pittsburgh, Pennsylvania	TWA	DC-2	Substantial	None	15	0	0	3	0	0	12	0	0	0
	Encountering thunderstorm pilot decided to return to airport and land. As aircraft was being leveled off, a sudden and complete windshift caused a downwind landing at high speed and a groundloop in order to avoid going over an embankment.															
	5/14/40	New York, New York	American	DC-3	Substantial	None	13	0	0	3	0	0	10	0	0	0
	Pilot leveled off too high - power was applied with both engines but left engine failed to produce power due to improper carburetor adjustment. This caused plane to veer sharply to left and bounce due to the effect of power from the right engine. Groundloop resulted.															
	5/19/40	Camden, New Jersey	Eastern	DC-2	Substantial	None	13	0	0	3	0	0	10	0	0	0
	Pilot landed fast, applied brakes twice; the second time they looked, which caused plane to nose up and then tail to drag.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	6/12/40	Chicago, Illinois	American	DC-3	Substantial	None	23	0	0	3	0	0	20	0	0	0
	Weather conditions, due to rain, smoke and fog, closely approximated the minimum ceiling and visibility allowable for air carrier landings. A preceding airliner had made two ineffective approaches to land about 25 minutes prior to the subject accident. While attempting a landing during these weather conditions, after the wheels touched the runway, the airplane continued its landing run, unable to stop until within 200 feet of the runway end, when a groundloop of 50 degrees to the left was attempted to avoid overshooting the runway end. The airplane slid sideways out of the field, over the fence and into a parking lot.															
	6/19/40	Helena, Montana	Western Air	Boeing 247D	Substantial	None	11	0	0	3	0	0	8	0	0	0
	Pilot failed to lower landing gear, and made landing with wheels in up position.															
	7/1/40	Augusta, Maine	Boston-Maine	Lockheed-Electra 10-A	Substantial	None	10	0	0	2	0	0	8	0	0	0
	After landing, plane rolled in normal landing position and came almost to a stop when left wing started down slowly and dragged on ground - caused by the failure of removable wheel hub flange.															
	8/15/40	Traverse City, Mich.	PCA	Boeing 247D	Substantial	None	7	0	0	2	0	0	5	0	0	0
	After landing, plane rolled about 450 feet and the left landing gear strut buckled allowing left wing to drag and the plane to groundloop.															
	8/31/40	Lovettesville, Virginia	PCA	DC-3	Destroyed	After Impact	25	4	0	0	21	0	0	0	0	0
	Plane crashed during severe electrical storm.															

624

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
	9/3/40	Hartford, Connecticut	American	DC-3	Substantial	None	17	0	0	3	0	0	14	0	0	0
	While attempting a landing off the runway, due to a low ceiling and poor visibility, the pilot overshot. Airliner ran off the boundary edge of the airport onto soft bumpy ground, came to a sudden stop, nosed up, and fell sharply back on the tail.															
	9/8/40	Jacksonville, Florida	National	Lockheed Electra 10-B	Substantial	None	3	0	0	2	0	0	1	0	0	0
	Landed with landing gear retracted due to faulty landing gear mechanism.															
	10/26/40	Oakland, California	United	Boeing 247-D	Substantial	None	10	0	0	3	0	0	7	0	0	0
	Landing gear could not be lowered during flight. Pilot landed on the airport with the landing gear wheels in the "up" or retracted position.															
N -	11/4/40	Centerville, Utah	United	DC-3	Destroyed	None	10	3	0	0	7	0	0	0	0	0
	Struck mountain on let down approach.															
	12/4/40	Chicago, Illinois	United	DC-3A	Destroyed	After Impact	16	3	0	0	7	6	0	0	0	0
	During the landing glide, the airplane, with an undetermined amount of ice on the wings, fell off to the left and crashed while in an incipient spin.															
N -	12/7/40	Greensburg, Penn.	TWA	DC-2	Substantial	None	4	0	0	3	0	0	1	0	0	0
	While cruising at 8000 feet left engine failed due to the main case breaking at #3 cylinder, allowing cylinder to tilt and resulting in the failure of the cylinder hold-down studs and loss of the cylinder, piston and piston pin. A forced landing was made on the slope of a farm field in which the plane skidded for about 100 yards on the bottom of the fuselage.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
12/11/40	St. Louis, Missouri	American	DC-3	Substantial	None	7	0	0	3	0	1	3	0	0	0
During weather conditions consisting of a 400 foot ceiling, with lower scattered clouds at 200 feet, and visibility one mile with light rain, the pilot overshot the landing. He landed off the runway; and, due to the slippery condition of the turn, the pilot was unable to stop the airplane before it rolled into a creek.															
N - 12/14/40	Bismarck, North Dakota	Northwest	DC-3	Substantial	None	9	0	0	3	0	0	6	0	0	0
Just prior to take off, the landing gear hook and latch of the locking device failed allowing the left landing gear to retract.															

A. Scheduled Domestic Operations - Other Revenue Operations

2/3/40	San Juan, Puerto Rico	Caribbean-Atlanta	Stinson SM-6000B	Substantial	None	6	0	0	2	0	0	4	0	0	0
Pilot, with motor trouble, landed on mud flat adjoining airport runway.															

A. Scheduled Domestic Operations - Non-Revenue Operations

2/22/40	Kansas City, Missouri	TWA	DC-3B	Substantial	None	8	0	0	2	0	0	6	0	0	0
Company inspector acting as co-pilot actuated landing gear retracting handle before aircraft was off ground causing it to settle on belly.															
3/8/40	New York, New York	American	Stinson SR-10E	Substantial	None	2	0	0	2	0	0	0	0	0	0
Engine failed on take-off-landing made in soft sand, resulting in aircraft turning over. Cause of engine failure due to cam driving pinion slipping.															

A. Scheduled Domestic Operations - Non-Revenue Operations

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Location of injury								
								Crew			Passengers			Others		
								F	S	A/N	F	S	A/N	F	S	M
	3/23/40	Fort Worth, Texas	American	DST - [illegible]	Substantial	None	2	0	0	2	0	0	0	0	0	0
	Taxied into fence after landing.															
	5/17/40	Pritchett, Colorado	TWA	Boeing 8A-3373	Substantial	None	19	0	0	3	0	0	16	0	0	0
	Carburetor icing resulted in forced landing at about 100 mph with landing gear partly down and flaps 10% down.															
N -	5/19/40	Clyman, Wisconsin	Northwest	DC-3A	Substantial	None	4	0	0	4	0	0	0	0	0	0
	Became lost when adverse weather conditions were encountered and effected a wheels up landing in a farm field.															
	7/31/40	Greenwich, Conn.	Canadian-Colonial	Stinson SR-9C	Substantial	None	3	0	0	2	0	0	1	0	0	0
	Motor quit at 2,000 feet due to failure of fuel line. Pilot landed at only available area (sand bar) and cracked up.															
N -	10/18/40	San Diego, Calif.	TWA	Lockheed 12A	Substantial	None	1	0	0	1	0	0	0	0	0	0
	When landing at night, plane bounced twice damaging landing gear and allowing left wing to drop. Plane skidded to a stop in a nose-down position. Resulted in substantial damage to plane.															

B. Scheduled U. S. Flag International - Passenger Carrying Service

	1/14/40	Medellin, Colombia	Pan American	DC-2	Substantial	None	10	0	0	4	0	0	6	0	0	0
	After take-off was started both fuel pressure warning lights went on and pilot throttled engines. Aircraft went past end of field into rough ground. Failure believed due to design of C-3 type relief by-pass valve assembly.															

B. Scheduled U. S. Flag International - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
3/21/40	Horta, Azores	Pan American	Boeing 314	Substantial	None	12	0	0	2	0	0	10	0	0	0
Making trial taxi run before take-off. Struck very rough swell which resulted in damage.															
7/19/40	Recife, Brazil	Pan American	Sikorsky S-43	Substantial	None	11	0	0	4	0	0	7	0	0	0
While taxiing in water warming engines, strong current carried plane into barge. Resulted in damaging wing and denting hull. Preparing to take off.															
7/30/40	Cristobal, Canal Zone	Panagra	DC-3A	Substantial	None	11	0	0	4	0	0	7	0	0	0
When landing during a heavy rain and electrical storm, pilot landed hot, contacting ground after gliding over one-fourth the runway. Pilot applied brakes and attempted to ground-loop plane, but plane continued to roll on a straight course over the seawall; the nose dropped as the wheels went over, lifting tail as plane came to stop. Resulted in damage to propeller, elevators and other minor damage. Minor injury to Radio operator and Purser.															
N - 10/23/40	Darrell's Island, Bermuda	Pan American	Sikorsky S42-B	Substantial	None	17	0	0	7	0	0	10	0	0	0
While landing at night, the flying boat water looped 180 degrees to the right. The left float and wing tip submerged in the water. The facilities for lighting the landing area are considered to be inadequate. The left float, wing tip, aileron and flap were damaged.															
11/29/40	Quito, Ecuador	Panagra	DC-2	Destroyed	None	5	0	2	2	0	0	1	0	0	0
On take off at 150 feet, engine failed due to cracked cylinder, resulting in forced landing. Pilot made 180 degree turn in an attempt to return to airport, struck trees and crashed.															

B. Scheduled U. S. Flag International - Other Revenue Operations

No Accidents.

B. Scheduled U. S. Flag International - Non-Revenue Operations

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
3/19/40	San Pedro de Macoris, Dom. Rep.	Pan American	Sikorsky S-43	Substantial	None	4	0	0	4	0	0	0	0	0	0
Pilot allowed aircraft to strike a dock during a landing approach.															
12/26/40	Miami, Florida	Pan American	Consolidated Commodore 16	Substantial	None	4	0	0	4	0	0	0	0	0	0
When landing on water crosswind, flying boat received major damage.															

RECAPITULATION OF U. S. AIR CARRIER ACCIDENTS
(Calendar Year 1941)

Type of Operation	Total Accidents	Fatal Accidents	Aircraft Damage			Crew Injury			Passenger Injury			Others Injured			Total Aboard	Fire			See Pages
			Destroyed	Substantial	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor		In Air	After Impact	On Ground	
Scheduled Domestic																			
Passenger Carrying	26	4	6	18	2	9	5	65	35	21	242	0	0	0	377	0	2	0	25-30
Other Revenue	1	0	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	30
Non-Revenue	6	0	0	6	0	0	1	17	0	0	0	0	0	0	16	0	1	0	30-31
Sub-Total	33	4	6	25	2	9	6	84	35	21	242	0	0	0	397	0	3	0	
Scheduled International																			
Passenger Carrying	4	1	1	3	0	0	1	24	2	0	94	0	0	0	121	0	0	0	32
Other Revenue	1	0	0	1	0	0	0	4	0	0	0	0	0	0	4	0	0	0	32
Non-Revenue	8	1	2	6	0	3	1	26	0	0	0	0	0	1	30	0	1	0	33-34
Sub-Total	13	2	3	10	0	3	2	54	2	0	94	0	0	1	155	0	1	0	
Total																			
Passenger Carrying	30	5	7	21	2	9	6	89	37	21	336	0	0	0	498	0	2	0	
Other Revenue	2	0	0	2	0	0	0	6	0	0	0	0	0	0	6	0	0	0	
Non-Revenue	14	1	2	12	0	3	2	43	0	0	0	0	0	1	48	0	2	0	
Grand Total	46	6	9	35	2	12	8	138	37	21	336	0	0	1	552	0	4	0	

A. Scheduled Domestic Operations - Passenger Carrying Service

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
1/4/41	Birmingham, Alabama	Delta Air	Lockheed-Electra 10-B	Substantial	None	5	0	0	2	0	0	3	0	0	0
	When landing on slippery field during conditions of poor visibility, pilot overshot, applied brakes and plane nosed up.														
1/23/41	St. Louis, Missouri	TWA	DC-3	Destroyed	None	14	1	2	0	1	4	6	0	0	0
	During an instrument approach below prescribed weather minimums with lower scuds, the airplane broke out of the overcast too close to the airport to land. In circling to make another approach, the airplane struck trees and crashed one quarter mile from the airport.														
N - 2/26/41	Atlanta, Georgia	Eastern	DST	Destroyed	None	16	3	0	0	5	5	3	0	0	0
	During the instrument approach to land, the airliner collided with trees, due to improper setting of the landing altimeter.														
2/26/41	Kansas City, Missouri	TWA	DC-3	Substantial	None	13	0	0	4	0	0	9	0	0	0
	Just after reaching the cruising altitude of 7000 feet, the left engine cowling (due to faulty ground inspection) slipped forward where it was struck and knocked free of the airplane by the propeller. The left propeller was feathered and its engine throttled to reduce vibration. The pilot effected a safe return to the airport on one engine.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury: Crew F	Crew S	Crew M/N	Passengers F	Passengers S	Passengers M/N	Others F	Others S	Others M
N - 3/10/41	Cincinnati, Ohio	American	DC-3	Substantial	None	11	0	0	3	0	0	8	0	0	0
	Pilot overshot when landing during conditions of poor visibility and heavy rain. Brakes were ineffective due to slippery surface of field, and plane rolled into river levee.														
4/3/41	Vero Beach, Florida	Eastern	DC-3	Destroyed	None	16	0	2	1	0	9	4	0	0	0
	While in flight at 3000 feet, the plane proceeded into a very heavy rain and electric storm of severe turbulence. The aircraft was subjected to violent accelerations and executed undetermined maneuvers, crashing in shallow water in stalled attitude.														
4/16/41	Charleston, W. Va.	PCA	Boeing 247-D	Destroyed	None	9	0	1	2	0	2	4	0	0	0
	During take off, the right engine failed - cause undetermined. The pilot feathered the right propeller and continued flight on left engine. He climbed over wires, proceeded up a valley, and unable to turn back or climb over obstructions stalled into treetops.														
4/23/41	El Paso, Texas	Continental	Lockheed 18-08	Substantial	None	3	0	0	2	0	0	1	0	0	0
	During the latter part of the landing roll at a speed of about 15 mph., the right and left undercarriage retracted. This allowed the right wing tip, the right and left propellers and the fuselage to contact the ground.														
5/21/41	Coldwater, Michigan	American	DC-3	None	None	24	0	0	3	0	1	20	0	0	0
	The passengers who had not complied with instructions to fasten their seat belts were bounced out of their seats during rough air conditions.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N	6/1/41	Wichita, Kansas	Braniff Trans World	DC-3 DC-3	Substantial	None	36[a/]	0	0	6	0	0	30	0	0	0
		During conditions of poor visibility with light rain at uncontrolled airport under construction, airliner was taxied to take-off point on runway, turned off landing lights and waited for approval of change in flight plan. Eight minutes later, another airliner attempted to take off from loading ramp 750 feet behind the Braniff plane. The right wing of the TWA plane struck the left wing of the Braniff plane, causing substantial damage to both aircraft.														
	6/3/41	Joliet, Illinois	Chi. & So.	DC-3	Substantial	None	17	0	0	3	0	0	14	0	0	0
		Pilot overshot instrument landing approach, ran off the end of the runway, through two fences and plane collided with a barn where it came to rest.														
	6/5/41	Tampa, Florida	Eastern	DC-3	Substantial	None	17	0	0	3	0	0	14	0	0	0
		During landing roll, right landing gear failed - caused by striking top of a dyke on a previous landing. Resulted in right wing tip dragging on ground, damaging right wing, propeller and landing gear.														
N	6/10/41	Denver, Colorado	United	DC-3	Substantial	None	18	0	0	3	0	0	15	0	0	0
		While effecting a landing during rain and wind gust, plane contacted runway 2900 feet from end and rolled through boundary lights into ditch. Brakes failed to retard speed of plane. Propeller, right wing and landing gear were damaged.														

a/ Combined total both aircraft.

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N	6/11/41	Sioux City, Iowa	Mid-Continent	Lockheed-Electra 10-A	Substantial	None	10	0	0	3	0	0	7	0	0	0
	Plane was landed downwind in conditions of poor visibility and heavy rain, with airport lighting system not functioning properly. The wind direction and velocity was not reported to pilot. Pilot overshot, struck boundary light and rolled through fence.															
N	6/21/41	Euless, Texas	American	DST-B	Substantial	None	17	0	0	3	0	0	14	0	0	0
	The pilot failed to recognize fuel shortage and shift from empty tank to full tank in time to prevent forced landing at night.															
	7/16/41	Long Beach, Calif.	Western Air Lines	18TA	Substantial	None	8	0	0	3	0	0	5	0	0	0
	Pilot attempted to land plane "short" to avoid striking damaged plane on runway. The right landing gear wheel struck a mound of dirt causing right landing gear to fail. Power was applied and plane continued and effected a "wheels up" landing on another airport with a minimum amount of damage to plane.															
	8/1/41	Colorado Springs, Colo.	Continental	Lockheed 18	Substantial	None	9	0	0	2	0	0	7	0	0	0
	After landing roll of about 3000 feet, the left landing gear folded up due to the malfunctioning of the locking device, resulting in left groundloop and damage to the under section of fuselage, left wing and left propeller.															
	9/30/41	Dallas, Texas	Delta	DC-3	Substantial	None	22	0	0	3	0	0	19	0	0	0
	Landed with wheels up because left outboard oleo landing strut becoming stuck in partially collapsed position due to tight packing gland. Landing was made with minimum amount of damage.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	N
10/2/41	Morgantown, W. Va.	PCA	DC-3	Substantial	None	22	0	0	3	0	0	19	0	0	0
	Overshot on landing and went over an embankment. Pilot failed to apply brakes in sufficient time to prevent going off of field.														
N - 10/10/41	Savannah, Georgia	Eastern	DC-3	Substantial	None	8	0	0	3	0	0	5	0	0	0
	During landing with flaps up, under conditions of insufficient visibility, the right landing gear collapsed during a groundloop damaging right propeller, both landing wheels, right wing, nacelle, and center section.														
N - 10/30/41	Moorhead, Minnesota	Northwest	DC-3A	Destroyed	After Impact	15	2	0	1	12	0	0	0	0	0
	Serious icing conditions existed during let-down for Fargo, N. Dak. When power was applied and an attempt to pull up made, the aircraft failed to respond. Buffeting commenced and it continued thus into the ground, hitting at about 90 mph.														
N - 10/30/41	Shedden, Ontario Canada	American	DC-3	Destroyed	After Impact	20	3	0	0	17	0	0	0	0	0
	Dived into ground - cause undetermined.														
N - 10/31/41	Richmond, Virginia	Eastern	DC-3	Substantial	None	17	0	0	3	0	0	14	0	0	0
	Bounced on landing and failed to recover properly.														
N - 11/11/41	Nr. Morristown, Tenn.	American	DC-3	Minor	None	4	0	0	3	0	0	1	0	0	0
	At an altitude of approximately 4500 feet a bird crashed through the bottom center of the right hand fixed windshield causing minor cuts in the pilots face.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
12/23/41	Austin, Texas	Braniff	DC-3	Substantial	None	15	0	0	3	0	0	12	0	0	0
When landing slightly crosswind in gusty conditions, right wing tip and aileron were damaged.															
12/28/41	Reno, Nevada	United	DC-3	Substantial	None	11	0	0	3	0	0	8	0	0	0
Taking off on airport covered with 12 inches of snow. Failed to get off soon enough, cut throttles and groundlooped.															
A. Scheduled Domestic Operations - Other Revenue Operations															
2/7/41	Bellefonte, Penn.	All American Aviation	Stinson SR1OC	Substantial	None	2	0	0	2	0	0	0	0	0	0
Due to low ceiling, accompanied with snow, the pilot elected to make a precautionary landing. After contacting the airport surface with the wheels, surface snow caused the airplane to nose over. Major damage occurred to the airplane.															
A. Scheduled Domestic Operations - Non-Revenue Operations															
1/14/41	Sault Ste. Marie, Mich.	PCA	Boeing 247-C	Substantial	None	3	0	0	3	0	0	0	0	0	0
During take-off master rod bearing siezed and a forced landing was made on airport. Plane rolled off runway and nosed up in snow.															

A. Scheduled Domestic Operations - Non-Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
6/12/41	Glen Falls, New York	Canadian-Colonial	Howard DGA	Substantial	None	1	0	0	1	0	0	0	0	0	0
When landing, rolled into a truck which had been driven out on runway in path of landing plane.															
10/1/41	Hanapepe, Kauai, T. H.	Hawaiian Airlines	DC-3	Substantial	After Impact	3	0	1	2	0	0	0	0	0	0
While practicing take-offs, the instructor-pilot unwittingly took off with one-third flaps. Upon clearing the airport border, the pilot feathered the left propeller and throttled the left engine to demonstrate one engine performance. The aircraft lost flying speed and spun into trees and brush.															
10/13/41	Putnam, Connecticut	American	Stinson Reliant	Substantial	None	2	0	0	2	0	0	0	0	0	0
While landing, pilot who was used to toe brakes misapplied heel brakes which caused the aircraft to nose over.															
11/11/41	Kansas City, Missouri	TWA	Boeing SA-307B	Substantial	None	7	0	0	7	0	0	0	0	0	0
When landing, the right landing gear failed due to weakened condition of this member, causing a groundloop.															
12/6/41	Chicago, Illinois	TWA	Stinson SR-10	Substantial	None	2	0	0	2	0	0	0	0	0	0
During take-off, the engine failed, due probably to broken valve mechanism. Pilot turned 60 degrees to effect a landing on airport where the aircraft nosed over as it rolled on soft plowed ground.															

B. Scheduled U. S. Flag International - Passenger Carrying Service

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
	6/8/41	San Salvador, Salvador	Pan American	DC-3A	Substantial	None	16	0	0	4	0	0	12	0	0	0
	The pilot overshot while landing. Groundlooped and plane came to rest on small trees and the ledge of a barranca wall.															
N -	8/16/41	Marianas Isls., Guam	Pan American	Boeing 314	Substantial	None	56	0	0	10	0	0	46	0	0	0
	When attempting take-off in flying boat during adverse wind conditions, the plane struck a sand bar and damaged the bottom.															
	9/23/41	Miami, Florida	Pan American	Sikorsky S42B	Substantial	None	22	0	0	5	0	0	17	0	0	0
	When in landing run on water, and still on the step, the flaps were retracted and stabilizer adjusted to a nose heavy position. This caused the left wing to drop and the plane waterlooped.															
	10/3/41	San Juan, Puerto Rico	Pan American	Sikorsky S42	Destroyed	None	27	0	1	5	2	0	19	0	0	0
	When landing in semi-darkness, approach was made about 3/4 downwind (2 M.P.H.) in drifting nose-low attitude, causing plane to groundloop upon contacting water - resulting in fatal injury of two passengers and injury to others.															
B. Scheduled U. S. Flag International - Other Revenue Operations																
	1/31/41	St. Johns, Antigua, BWI	Pan American	Sikorsky S-43	Substantial	None	4	0	0	4	0	0	0	0	0	0
	During take-off from water, one engine failed to deliver full power. (Due, it is believed, to faulty spark plugs.) The engines were throttled as rough water bounced the airplane into the air. After settling back to the water, it was ascertained that the hull bottom was damaged. The aircraft was beached without further event.															

3447

B. Scheduled U. S. Flag International - Non-Revenue Operations

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
4/16/41	Miami, Florida	Pan American	DC-3A	Substantial	None	6	0	0	6	0	0	0	0	1	0
When landing, undershot. Struck small tree and top of boundary fence, tearing down three strands of barbed wire and causing damage to five parked aircraft and an automobile. The landing plane received minor damage and effected safe landing. Engine failed to respond when throttle was applied at airport boundary.															
4/22/41	Nr. Lurin, Peru, S. A.	Panagra	DC-2	Substantial	None	3	0	0	3	0	0	0	0	0	0
After overshooting landing, one engine failed to take full throttle due to propeller being in high pitch setting. The airplane landed with wheels partly retracted and nosed up.															
N - 6/25/41	Miami, Florida	Pan American	Boeing S-307	Substantial	None	4	0	0	4	0	0	0	0	0	0
When in landing glide, plane was levelled off too high and dropped in, striking heavily on right wheel first causing it to retract and the right outboard propeller dug into runway.															
6/26/41	Rio de Janeiro, Brazil	Panagra	Sikorsky S-43	Destroyed	None	4	0	1	3	0	0	0	0	0	0
While making practice landings on glassy water, the aircraft struck the water in a nose-low attitude. It nosed over, broke the hull in two and submerged.															
10/3/41	Miami, Florida	Pan American	Cessna T-50	Substantial	None	3	0	0	3	0	0	0	0	0	0
When landing during instrument training flight in gusty wind, the plane rolled about 100 yards and veered to the right. Pilot applied power to right engine, resulting in landing gear failure.															

B. Scheduled U. S. Flag International - Non-Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	A/N	F	S	A/N	F	S	M
10/7/41	Miami, Florida	Pan American	Sikorsky S-38B	Substantial	None	3	0	0	3	0	0	0	0	0	0
When landing, right pontoon struck the water causing the plane to waterloop to right.															
12/11/41	Miami, Florida	Pan American	Sikorsky S-38B	Destroyed	After Impact	3	3	0	0	0	0	0	0	0	0
During water take-off, with propellers set in high-pitch position, the pilot lost control of the fully loaded aircraft, which porpoised and nosed over in water where it caught fire.															
12/22/41	Guayaquil, Ecuador, S. A.	Panagra	DC-2	Substantial	None	4	0	0	4	0	0	0	0	0	0
When landing undershot and left wheel struck the bank of a ditch causing substantial damage.															

CAB

RECAPITULATION OF U. S. AIR CARRIER ACCIDENTS
(Calendar Year 1942)

Type of Operation	Total Accidents	Fatal Accidents	Aircraft Damage			Crew Injury			Passenger Injury			Total Aboard	Fire			See Pages
			Destroyed	Substantial	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None		In Air	After Impact	On Ground	
Scheduled Domestic																
Passenger Carrying	23	5	5	16	2	36	2	50	55	2	222	347	0	4	0	35-39
Other Revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
Non-Revenue	4	0	1	3	0	0	0	15	0	0	0	15	0	0	0	39-40
Sub-Total	27	5	6	19	2	16	2	65	55	2	222	362	0	4	0	
Scheduled International																
Passenger Carrying	2	0	0	1	1	0	0	9	0	0	23	32	0	0	0	40-41
Other Revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
Non-Revenue	1	0	0	1	0	0	0	3	0	0	2	5	0	0	0	41
Sub-Total	3	0	0	2	1	0	0	12	0	0	25	37	0	0	0	
Total																
Passenger Carrying	25	5	5	17	3	16	2	59	55	2	245	379	0	4	0	
Other Revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Non-Revenue	5	0	1	4	0	0	0	18	0	0	2	20	0	0	0	
Grand Total	30	5	6	21	3	16	2	77	55	2	247	399	0	4	0	

AIR CARRIER ACCIDENTS - CALENDAR YEAR 1942

A. Scheduled Domestic Operations - Passenger Carrying Service

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
N - 1/6/42	Chicago, Illinois	TWA	DC-3	Substantial	None	13	0	0	3	0	0	10	0	0	0
	Tailwheel fork broke while taxiing.														
N - 1/16/42	Nr. Las Vegas, Nevada	TWA	DC-3	Destroyed	After Impact	22	3	0	0	19	0	0	0	0	0
	Pilot failed to follow proper course by making full use of navigational facilities and ship struck a mountainside at night.														
N - 1/21/42	Abilene, Texas	American	DC-3	Substantial	None	24	0	0	3	0	0	21	0	0	0
	Army aircraft taxied directly in front of Douglas as it was landing. Pilot of Douglas groundlooped and struck three un-occupied Aeroncas.														
N - 2/5/42	Little Rock, Arkansas	American	DC-3	Substantial	None	10	0	0	3	0	0	7	0	0	0
	Pilot circled airport for 12 minutes waiting for thunderstorm to leave vicinity. A landing was attempted but shifting gusty winds together with slippery condition of runways and field caused fast landing roll and partial loss of control.														
N - 2/8/42	Arcadia, La.	Delta	Lockheed-Electra 10E	Substantial	None	6	0	0	2	0	0	4	0	0	0
	Left engine jammed due to failure of piston pin retainer locks, causing loss of propeller and necessitating a landing in an Intermediate Field.														

57

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	2/24/42	Memphis, Tennessee	Chi. & So.	DC-3	Substantial	None	8	0	0	2	0	0	6	0	0	0
	Pilot of Douglas was not advised of presence of Army ships parked without lights. Being night and moisture on windshield, pilot did not see them and taxied into one.															
	3/2/42	Nr. Allentown, Penn.	TWA	DC-2	Substantial	None	5	0	0	3	0	0	2	0	0	0
	Left engine suddenly jammed in flight, throwing off propeller and nose section. Flight proceeded to Allentown and landed safely. Fatigue failure in master rod bearing.															
	3/2/42	Detroit, Michigan	PCA	DC-3	Substantial	None	17	0	0	3	0	0	14	0	0	0
	After getting on ground, found brakes were ineffective due to icy condition of field. Went through a fence and across a road into a field.															
	4/11/42	New York City, N. Y.	United	DC-3A	Substantial	None	9	0	2	1	0	0	6	0	0	0
	With flaps up and iced up, plane was stalled six feet off the ground while attempting to land. It fell off on right wing and struck the ground. Heading changed when power was applied and attempt made to effect recovery. Due to pilot's inability to control aircraft, landing was effected straight ahead on water with engines retarded but not cut.															
N -	5/1/42	Salt Lake City, Utah	United	DSTA-SCG	Destroyed	After Impact	17	3	0	0	14	0	0	0	0	0
	Flight was on contact and within 10 miles of the airport when for some unknown reason pilot deviated from the course and flew into a mountainside.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
5/12/42	Miles City, Montana	Northwest	DC-3A-S1C30	Destroyed	After impact	14	3	0	1	0	0	10	0	0	0
	Pilot attempted to land in an 18 mph crosswind in rain and on wet runway having a usable length of about 3500 feet. The aircraft overshot and rolled into windrows at end of runway where pilot applied power for some undetermined reason. The aircraft however, continued through the border fence and off plateau into a gulley where it caught fire.														
N - 5/21/42	Little Rock, Arkansas	American	DC-3	Substantial	None	25	0	0	3	0	0	22	0	0	0
	While taxiing, one wheel dropped into a ditch which was not visible from pilots cockpit. Ground crew and airport manager failed to notify pilot of new construction work.														
N - 5/21/42	Newark, New Jersey	American	DC-3	Substantial	None	17	0	0	3	0	0	14	0	0	0
	Control tower operator failed to advise pilot of incoming flight or presence of unlighted Army bombers which were parked on apron and taxi strip. Upon getting on ground, pilot found brakes to be somewhat ineffective and struck a bomber at end of landing roll.														
6/10/42	Chicago, Illinois	United	DC-3A Stinson SR98	Substantial	None	17	0	0	2	0	0	15	0	0	0
	Douglas was taxied into a parked Stinson when leaving ramp.														
N - 6/27/42	Dayton, Ohio	TWA	DC-3	Substantial	None	18	0	0	3	0	0	15	0	0	0
	Pilot decided to land at Dayton although some spotty ground fog was present. Encountered ground fog after leveling off and aircraft was stalled at about 5 feet.														

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Date	Location	Operator	Aircraft	Aircraft damage	Fire	Total aboard	Division of injury: Crew F	Crew S	Crew a/c	Others F	Others S	Others M
6/30/42	Santa Fe, New Mexico	[illegible]	[illegible]	[illegible]	No	10	0	0	1	0	0	10	0	0	0
	While landing crosswind in a [illegible] mph wind at an angle of 60 degrees a severe wind gust caused groundloop. (Pilot had to select unsuitable [illegible] runways were unsuitable and too rough).														
8/29/42	Bismarck, N. Dakota	Northwest	DC-3A-S1C3G	Sub. Substantial	None	20	0	0	3	0	0	17	0	0	0
	Permission to use runway pointing into wind was refused because it had not been officially opened. Pilot used the only available open runway attempting to land in a 25 mph veering crosswind. Shortly after the wheels touched the runway, severe gusts headed the airliner off runway on to wet clay where recovery by use of brakes and power was ineffective and which resulted in collision with a 22" windrow adjacent to another converging runway.														
N - 9/20/42	Helena, Montana	Northwest	DC-3A	None	None	17	0	0	3	0	0	14	0	0	0
	During flight at 7000 feet, severe turbulence caused minor injury to two passengers.														
9/27/42	Nr. New York, New York	American	DC-3	None	None	20	0	0	3	0	0	17	0	0	0
	During flight through turbulent air, one passenger was injured.														
10/23/42	Palm Springs, Calif.	American	DC-3 - B-34	Destroyed	After impact	23	3	1	0	9	0	0	0	0	0
	Cleared for contact flight only, pilot of Army bomber (B-34) took off with intention of intercepting airliner (NC 16017), and at 9000 feet attempted to maneuver into position to exchange prearranged greetings with copilot of NC-16017, who was a personal friend. B-34 was maneuvered incautiously to within only a few feet of NC-16017 and while pulling away the propeller destroyed the empennage of NC-16017, which caused it to fall out of control to the ground. B-34 received very moderate damage and landed without further incident.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
11/13/42	Pensacola, Florida	National	Lockheed 18-50	Substantial	None	17	0	0	3	0	0	14	0	0	0
	During the landing roll, the co-pilot inadvertently moved the landing gear lever when the captain called for flap retraction. At the same time, the electrically operated safety lock malfunctioned which permitted one landing gear to retract and the wing to contact the ground, which caused 180 degree groundloop.														
N - 12/15/42	Fairfield, Utah	Western Air	DC-3A	Destroyed	None	19	4	0	0	13	2	0	0	0	0
	Evidence indicates that, while in normal flight, for an undetermined reason the plane was pulled up very abruptly into a stalling attitude, thereby creating loads upon the structure beyond those for which it was designed. Both wing tips and the empennage failed, causing the plane to gyrate to the left and fall to the ground out of control, striking in a nearly level attitude.														
N - 12/20/42	Moline, Illinois	United	DC-3A	Substantial	None	7	0	0	3	0	0	4	0	0	0
	Pilot overshot landing into wind on seldom used short runway, 2900 feet long. Unable to stop, the plane rolled through a fence and came to rest against a highway embankment.														

A. Scheduled Domestic Operations - Other Revenue Operations

No Accidents

A. Scheduled Domestic Operations - Non-Revenue Operations

1/19/42	Kansas City, Missouri	TWA	DC-3	Substantial	None	4	0	0	4	0	0	0	0	0	0
	Gear was apparently retracted too soon on take-off by pilot, resulting in damage. Landed safely.														

A. Scheduled Domestic Operations - Non-Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
1/20/42	Dallas, Texas	Braniff	DC-2	Substantial	None	5	0	0	5	0	0	0	0	0	0
	On check-out flight engines were allowed to coll off during glide. A poor landing was made and throttles opened too fast, turned off to right and struck a pole after losing control.														
11/4/42	Kansas City, Missouri	TWA	DC-3 - C-53	Destroyed	None	3	0	0	3	0	0	0	0	0	0
	Army aircraft properly cleared, was on cross country instrument flight at 4000 feet, on course, but approximately 5 minutes behind schedule because of unfavorable winds. Despite momentarily anticipated arrival of Army plane over airport, airliner was cleared by traffic control and took off to ascent to 6000 feet for instrument training flight. During ascent it intercepted Army plane at approximately 4000 feet and both planes collided in the overcast. Army plane sustained major damage from impact but was landed on airport without injury to personnel and with no further damage to plane. Airliner also sustained major damage, fell off in a tight left spiral, and pilot made crash landing in open field.														
N - 11/25/42	Billings, Montana	Northwest	Fairchild 24-G	Substantial	None	3	0	0	3	0	0	0	0	0	0
	After landing at night, pilot taxied off runway where plane rolled over embankment and nosed over.														

B. Scheduled U. S. Flag International - Passenger Carrying Service

3/5/42	Prince George, B.C., Canada	Pan American	DC-3A	Substantial	None	24	0	0	5	0	0	19	0	0	0
	During normal landing procedure, pilot was unable to stop plane due to icy runway and no brake traction and collided with a large fence post.														

B. Scheduled U. S. Flag International - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	m/N	F	S	m/N	F	S	M
N -	9/20/42	Balboa, Canal Zone	Pan American	DC-3A	None	None	8	0	0	4	0	0	4	0	0	0

During flight through overcast, steward, who did not have time to fasten his safety belt, was thrown out of seat as the airliner flew through turbulent air.

B. Scheduled U. S. Flag International - Other Revenue Operations

No Accidents

B. Scheduled U. S. Flag International - Non-Revenue Operations

	5/6/42	Lima, Peru	Panagra	DC-3	Substantial	None	5	0	0	3	0	0	2	0	0	0

The airliner at an altitude of 1300 feet was circling to land, when both engines lost power because of some unknown failure of fuel pressure system. The loss of power caused the airliner to undershoot the landing area by 500 feet.

CAB

RECAPITULATION OF U. S. AIR CARRIER ACCIDENTS
(Calendar Year 1943)

Type of Operation	Total Accidents	Fatal Accidents	Aircraft Damage			Crew Injury			Passenger Injury			Total Aboard	Fire			See Pages
			Destroyed	Substantial	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None		In Air	After Impact	On Ground	
Scheduled Domestic																
Passenger Carrying	14	2	2	10	2	8	1	37	22	2	164	234	0	1	0	42-45
Other Revenue	9	0	2	7	0	0	2	15	0	0	0	17	0	0	0	45-47
Non-Revenue	4	0	0	4	0	0	0	6	0	0	0	6	0	0	0	47-48
Sub-Total	27	2	4	21	2	8	3	58	22	2	164	257	0	1	0	
Scheduled International																
Passenger Carrying	2	1	1	1	0	4	0	4	10	1	12	31	1	1	0	48
Other Revenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
Non-Revenue	7	2	2	5	0	4	2	13	0	0	0	19	0	0	0	49-50
Sub-Total	9	3	3	6	0	8	2	17	10	1	12	50	1	1	0	
Total																
Passenger Carrying	16	3	3	11	2	12	1	41	32	3	176	265	1	2	0	
Other Revenue	9	0	2	7	0	0	2	15	0	0	0	17	0	0	0	
Non-Revenue	11	2	2	9	0	4	2	19	0	0	0	25	0	0	0	
Grand Total	36	5	7	27	2	16	5	75	32	3	176	307	1	2	0	

AIR CARRIER ACCIDENTS - CALENDAR YEAR 1943

A. Scheduled Domestic Operations - Passenger Carrying Service

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury: Crew F	Crew S	Crew M/N	Passengers F	Passengers S	Passengers M/N	Others F	Others S	Others M
1/19/43	Richmond, Virginia	Eastern	DC-3	Substantial	None	9	0	0	4	0	0	5	0	0	0
	Plane veered from concrete runway while taxiing in 50 mph gusty crosswind and left wheel bogged down in very soft shoulder. Rather than call assistance, pilot taxied clear of runway and after cursory visual inspection of terrain he attempted to taxi back. Wheels again sunk deeply in shoulder and struck edge of runway, causing left landing gear to collapse and perforate wing and right tire to blow out.														
N - 1/25/43	Houston, Texas	Braniff	DC-3	Substantial	None	23	0	0	3	0	0	20	0	0	0
	Pilot made normal landing during sleet storm but was unable to control plane on iced-over runway. Plane slid length of runway and off the end, where it collided with truck parked by boundary fence.														
3/16/43	Orlando, Florida	National	L-18-50	Substantial	None	8	0	0	3	0	0	5	0	0	0
	Pilot of Army P-40 lost control during take-off run and plane collided with airliner which was standing by on adjacent taxi strip.														
N - 3/16/43	Nr. Wheatland, Wyoming	Inland	L-18-08	None	None	11	0	1	2	0	0	8	0	0	0
	During routine flight plane encountered unpredictable severe turbulence that caused stewardess to be thrown violently against ceiling, resulting in head injury.														

455

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Injury	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
3/16/43	Amarillo, Texas	TWA	DC-3	Minor	None	24	0	0	3	0	0	21	0	0	0
	During scheduled flight a large bird crashed through the pilot's windshield into the cockpit. The pilot received minor injury and landed at the nearest air terminal without further event.														
3/27/43	Colorado Springs, Colo.	Continental	L-18-08	Substantial	None	17	0	0	3	0	0	14	0	0	0
	Pilot was instructed to land southwest in westerly, variable wind of 15-25 mph. Although pilot applied full left brake and used right engine he failed to maintain directional control and plane veered to the right, left landing gear collapsed, and plane ground-looped to the left.														
N - 5/13/43	Greensboro, N. Car.	Eastern	DC-3	Substantial	None	23	0	0	3	0	0	20	0	0	0
	During take-off run at night on unusually smoth runway, at about the speed at which plane normally became airborne, evidence indicates that pilot inadvertently made a signal that was recognized by the copilot to be that which ordinarily was used for "gear-up". Believing the plane to be airborne, copilot retracted landing gear and plane settled, damaging both propellers on runway.														
5/20/43	Mobile, Alabama	National	L-18-50	Substantial	None	17	0	0	3	0	0	14	0	0	0
	Right landing gear actuating piston fractured, jamming the gear in such position that use of emergency extension apparatus was ineffectual and pilot was compelled to make wheel-up landing.														
N - 7/28/43	Trammel, Kentucky	American	DC-3	Destroyed	After Impact	22	4	0	0	16	2	0	0	0	0
	The plane was cruising at reduced speed, due to prevailing thunderstorms and turbulence. Evidence indicates that it encountered a severe downdraft, and although full power was applied it was impossible for the pilot to maintain altitude and the plane crashed in a wooded area where it was completely destroyed by impact and fire.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury: Crew F	Crew S	Crew M/N	Passengers F	Passengers S	Passengers M/N	Others F	Others S	Others M
12/18/43	Portland, Oregon	United	DC-3A-S1CG	Substantial	None	25	0	0	4	0	0	21	0	0	0

During the landing approach the captain decided that he was too high to land and decided to go around again. He ordered the copilot to retract the landing gear with the words "pull them up". The copilot was not alert and raised the flaps instead of the landing gear. The captain said, "No, [illegible] the gear", and the copilot unlatched the gear to retract it. By that time the aircraft was close to the ground and before the landing gear could be extended and locked the airliner settled to the ground, breaking a hydraulic oil line, and releasing the brake pressure. Following this the plane continued its landing roll until it hit a fence and an embankment.

A. Scheduled Domestic Operations - Other Revenue Operations

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Crew F	Crew S	Crew M/N	Passengers F	Passengers S	Passengers M/N	Others F	Others S	Others M
2/28/43	Nr. Plattsburg, Missouri	Mid-Continent	Stinson SR-8C	Substantial	None	2	0	0	2	0	0	0	0	0	0

While cruising in normal flight No. 5 exhaust rocker arm shaft journal failed and, due to power loss, pilot was forced to land on comparatively small, soft (thawing), open field. Pilot did not use flaps and during landing roll brakes were applied vigorously and plane nosed over.

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Crew F	Crew S	Crew M/N	Passengers F	Passengers S	Passengers M/N	Others F	Others S	Others M
4/12/43	Nr. Port Royal, Penn.	All American	Stinson SR10C	Substantial	None	3	0	0	3	0	0	0	0	0	0

Pilot with fully laden plane persisted on course over mountainous terrain in turbulent rain storm when he could and should have taken alternate course. Plane encountered severe downdrafts in which it was impossible to maintain altitude and plane was forced down in deep brush on mountainside.

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Crew F	Crew S	Crew M/N	Passengers F	Passengers S	Passengers M/N	Others F	Others S	Others M
4/28/43	St. Louis, Missouri	Chi. & So.	DC-3-G202A	Substantial	None	2	0	0	2	0	0	0	0	0	0

A few minutes after taking off an engine master rod bearing failed. The pilot feathered the propeller of the faulty engine, and returned to the airport where a safe landing was made without further event.

458

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
	8/10/43	LaJunta, Colorado	Continental	L-18-08	Substantial	None	15	0	0	3	0	0	12	0	0	0
	During take-off run left tire blew out. Left landing gear collapsed and plane groundlooped.															
N	10/15/43	Centerville, Tenn.	American	DC-3-d102	Destroyed	None	10	a/4	0	0	6	0	0	0	0	0
	Evidence indicates that flight encountered severe icing conditions. Plane was not equipped with wing deicers. Indications are not clear whether it was wing icing, propeller icing or carburetor icing which occurred. Flight was forced to low altitude and it is apparent that pilot pulled up to avoid obstructions on the ground, resulting in a complete stall.															
	11/15/43	Winston-Salem, N. Car.	Eastern	DC-3-G202A	Substantial	None	15	0	0	3	0	0	12	0	0	0
	While taxiing on a taxi strip one wing tip contacted a pole guy wire. The taxi strip had been recently installed and it was the first time the pilot had used it and he was not aware of the guy wire attached to the pole.															
N	11/19/43	New Orleans, Louisiana	Eastern	DC-3-G202A	Substantial	None	15	0	0	3	0	0	12	0	0	0
	Upon arrival at his destination pilot encountered the local instrument conditions caused by unusually dense smoke. He dragged the airport once and then proceeded with a normal contact approach that carried him over a contiguous body of water. Evidence indicates that because of restricted visibility the approach was much too low and during a moderate left turn the left landing gear and propeller struck the water. Although the plane sustained substantial damage from impact with the water a safe landing was effected on the airport runway.															

a/ Includes non-revenue passenger in jump seat counted as crew.

A. Scheduled Domestic Operations - Other Revenue Operations (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury: Crew F	Crew S	Crew M/N	Passengers F	Passengers S	Passengers M/N	Others F	Others S	Others M
N -	5/26/43	Memphis, Tennessee	Chi. & So.	DC-3-G202A	Substantial	None	2	0	0	2	0	0	0	0	0	0

During flight one engine ran unevenly. The airplane returned to airport where inspection disclosed a link rod failure on No. 6 cylinder.

	6/15/43	Rapid City, S. Dakota	Inland Air	Beechcraft C-17-B	Substantial	None	1	0	0	1	0	0	0	0	0	0

Due, apparently, to faulty maintenance, landing gear did not fully extend on landing, although visual check indicated that it was down and locked. As landing gear took weight of plane during roll, it retracted considerably and propeller tip and aileron struck runway and were damaged.

N -	8/26/43	San Francisco, California	United	DC-3A-S1C3G	Substantial	None	2	0	0	2	0	0	0	0	0	0

Pilot apparently was taxiing quite rapidly and carelessly permitted plane to veer off of taxi strip and bog down in soft, muddy shoulders.

	9/5/43	Rapid City, S. Dakota	Inland Air	Beechcraft C-17-B	Substantial	None	1	0	0	1	0	0	0	0	0	0

Pilot of the airline single engine plane was making normal landing when a 25 mph wind gust lifted up the left wing and changed the heading 30 degrees so that aircraft hit loose sod and plowed ground and nosed over.

	9/15/43	Dallas, Texas	American	DC-3-G-102	Destroyed	None	2	0	0	2	0	0	0	0	0	0

Both pilot and copilot were grossly negligent in carrying out pre-take-off cockpit check and took off with the selector valve set on the right tank, which was known by them to be practically empty. At an altitude of about 100 feet in the take-off climb the engines were starved and pilot was forced to land on heavily wooded terrain where the airplane was demolished.

CAB

A. Scheduled Domestic Operations – Other Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
10/25/43	Mr. Chambersburg, Penn.	All American	Stinson SR-10C	Destroyed	None	2	0	2	0	0	0	0	0	0	0

Cleared for contact flight, pilot used poor judgment, and violated company regulations, in attempting to cross over mountainous terrain in instrument weather, particularly in view of the fact that the instruments were known by him to be functioning improperly. While letting down through heavy clouds, believing that he was then over an extensive valley, the plane struck a large tree and crashed against the mountainside.

A. Scheduled Domestic Operations – Non-Revenue Operations

8/1/43	Gull Lake, Minnesota	Northwest	Stinson SR-9F	Substantial	None	1	0	0	1	0	0	0	0	0	0

Pilot overshot landing on small, undesignated airport to which he was not cleared. Despite use of brakes plane rolled off end of runway where left wing tip was damaged in collision with tree and plane nosed up.

10/8/43	San Francisco, Calif.	United	DC-3A	Substantial	None	2	0	0	2	0	0	0	0	0	0

Plane was cleared by airport tower to taxi behind a C-87 plane waiting to take off on a trans-Pacific flight. Apparently the crew of the C-87 did not know that the airliner was directly behind and revved up the engines, thereby causing damage to the airliner's tail surfaces. The tower recorder was out of adjustment and it is not known if the C-87 radio was tuned in to the tower.

11/13/43	Kansas City, Missouri	TWA	Stinson SR-10E	Substantial	None	2	0	0	2	0	0	0	0	0	0

Pilot failed to level wings in crosswind landing and plane apparently was drifting at time of contact with runway. During the landing roll the left landing gear collapsed.

A. Scheduled Domestic Operations - Non-Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
12/15/43	Mr. Williamston, N. C.	Eastern	Stinson SR-10	Substantial	None	1	0	0	1	0	0	0	0	0	0

While on cross-country flight pilot encountered an unpredictable snowstorm. He was proceeding to an alternate airport when the engine failed because of carburetor ice and a forced landing was made on unsatisfactory terrain.

B. Scheduled U. S. Flag International - Passenger Carrying Service

1/22/43	Mr. Chaperra, Arequipa, Peru	Panagra	DC-3A-S1C3G	Destroyed	After Impact	15	4	0	0	10	1	0	0	0	0

In contravention of oral instructions, pilot on contact flight elected to maintain course in vicinity of high, mountainous terrain during instrument weather. Airplane struck mountainside at altitude of about 12,500 feet, was demolished by impact, and burned. Failure of supervisory personnel to issue adequate procedure instructions was a contributing factor to this accident.

6/21/43	Talara, Peru	Panagra	DC-3A-S1C3G	Substantial	In Air	16	0	0	4	0	0	12	0	0	0

During the take-off apparently No. 8 cylinder, piston, or piston rod failed as airliner became airborne. Immediately thereafter, fire broke out behind fire wall fusing front spar and causing engine assembly to fall from the plane. The pilot continued flight 2½ miles with flames in nacelle, and made a safe forced landing on the only comparatively level area in the vicinity. All occupants of the airliner deplaned and fire was extinguished.

B. Scheduled U. S. Flag International - Other Revenue Operations

No Accidents

CAB

B. Scheduled U. S. Flag International - Non-Revenue Operations

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
1/27/43	Brownsville, Texas	Pan American	Cessna T-50	Substantial	None	1	0	0	1	0	0	0	0	0	0
	Landing gear fuse was removed to silence Klaxon. Pilot failed to replace fuse prior to landing, leaving gear and warning light inoperative.														
2/16/43	Miami, Florida	Pan American	Stinson SR-10C	Substantial	None	3	0	0	3	0	0	0	0	0	0
	Pilot made fast 2-point landing, left tire blew out, and plane veered from runway onto soft sand, where it nosed over. Tire was subjected to undue strain.														
2/20/43	Miami, Florida	Pan American	Cessna T-50	Destroyed	None	3	3	0	0	0	0	0	0	0	0
	While flying over ocean east of Miami, Florida for purpose of instrument flight checking two company pilots, the plane, for some unknown reason struck sea and was demolished.														
3/27/43	Jackson Heights, N. Y.	American Export	Fairchild 24K	Substantial	None	3	0	0	3	0	0	0	0	0	0
	Pilot failed to maintain control during landing roll and plane groundlooped violently, causing landing gear to collapse.														
6/20/43	Concord, California	Pan American	Stinson SR-10F	Substantial	None	3	0	0	3	0	0	0	0	0	0
	Shortly after take-off on instrument training flight engine failed for undetermined reason and pilot was forced to land on unsuitable terrain where plane nosed over.														

B. Scheduled U. S. Flag International - Non-Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	N	F	S	N	F	S	N
9/24/43	Miami, Florida	Pan American	Consolidated Comm. 16	Destroyed	None	3	1	2	0	0	0	0	0	0	0
	Evidence indicates that pilot and copilot did not properly complete cockpit check prior to take-off and commenced run with elevator control - locking bar installed. The plane took off and with full power climbed steeply to about 150-200 feet, stalled, fell off on the right wing, and struck the water in a right spiral. Plane was demolished by impact.														
10/29/43	Miami, Florida	Panagra	Stinson SR-8E	Substantial	None	3	0	0	3	0	0	0	0	0	0
	Pilot lost control during landing roll. Instructor took over, applied full throttle, and plane veered from runway and struck some trees and a building.														

RECAPITULATION OF U. S. AIR CARRIER ACCIDENTS
(Calendar Year 1944)

Type of Operation	Total Accidents	Fatal Accidents	Aircraft Damage			Crew Injury			Passenger Injury			Others Injured			Total Aboard	Fire			See Pages
			Destroyed	Substantial	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor		In Air	After Impact	On Ground	
Scheduled Domestic																			
Passenger Carrying.....	24	3	3	16	5	8	4	62	48	11	336	0	1	0	469	0	1	0	51-56
Other Revenue.....	6	2	3	3	0	2	3	6	0	0	0	0	0	0	11	0	2	0	56-57
Non-Revenue.....	5	1	1	4	0	2	0	9	0	0	0	0	0	0	11	0	1	0	57-58
Sub-Total.....	35	6	7	23	5	12	7	77	48	11	336	0	1	0	491	0	4	0	
Scheduled International																			
Passenger Carrying.....	7	1	1	6	0	0	0	34	17	0	121	0	0	0	172	0	0	0	58-59
Other Revenue.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
Non-Revenue.....	4	0	0	4	0	0	0	11	0	0	7	0	0	0	18	0	0	0	60
Sub-Total.....	11	1	1	10	0	0	0	45	17	0	128	0	0	0	190	0	0	0	
Total																			
Passenger Carrying.....	31	4	4	22	5	8	4	96	65	11	457	0	1	0	641	0	1	0	
Other Revenue.....	6	2	3	3	0	2	3	6	0	0	0	0	0	0	11	0	2	0	
Non-Revenue.....	9	1	1	8	0	2	0	20	0	0	7	0	0	0	29	0	1	0	
Grand Total.....	46	7	8	33	5	12	7	122	65	11	464	0	1	0	681	0	4	0	

A. Scheduled Domestic Operations - Passenger Carrying Service

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
1/2/44	Montgomery, Alabama	Eastern	DC-3	Substantial	None	18	0	0	3	0	0	15	0	0	0
	Pilot failed to notice a baggage loading platform which he struck with an aileron.														
N - 2/10/44	Memphis, Tennessee	American	DC-3-C-102	Destroyed	None	24	3	0	0	21	0	0	0	0	0
	The aircraft due to some undetermined reason descended from its normal altitude to a low altitude where it was observed by witnesses. The flight continued 2½ miles until it crashed and sank in a river.														
2/15/44	Nr. Cochise, Arizona	American	DC-3-C-102	Minor	None	25	0	0	3	0	0	22	0	0	0
	While cruising normally the plane encountered a sudden, severe downdraft. The plane was thrown about and 8 passengers sustained minor injuries.														
3/11/44	Minneapolis, Minnesota	Northwest	DC-3A-S1C3G	Substantial	None	12	0	0	3	0	0	9	0	0	0
	Due to static pilot failed to receive all information transmitted to him enroute and unexpectedly encountered very low ceilings and iced-over runways at his destination. Because of the weather pilot made a rather low, fast approach. The plane was unmanageable on the runways and in a final effort to avoid sliding into the boundary fence pilot attempted to groundloop the plane. The left wing struck and broke a range light and sustained considerable damage, and the plane was taxied to the loading ramp.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
5/7/44	Brownsville, Texas	Braniff	DC-3 - P-47	Substantial	None	21	0	0	3	0	0	18	0	0	0

Evidence indicates that pilot of airliner used poor judgment in assuming that he had been cleared by the tower to taxi onto the runway and run up the engines, preparatory to take-off, when such was not the case. He pulled out and parked in such position as to be within the blind area of incoming traffic and as he completed the run up an Army P-47, which had been properly cleared, came in low directly over him and the tail wheel bashed in the top of the cabin, causing minor injury to the copilot. The Army plane sustained no damage, either from impact or landing.

6/19/44	Great Falls, Montana	Western Air	DC3A-S1C3G	Substantial	None	19	0	0	3	0	0	16	0	0	0

Pilot failed to exercise sufficient care while taxiing on a taxi strip that was under repair. He diverted his attention to the terrain on his right and struck a properly flagged, parked tractor with the left wing.

N - 9/21/44	Parnell, Iowa	United	DC3A-S1C3G	Substantial	None	18	0	0	3	0	0	15	0	0	0

Plane encountered a flock of ducks one of which penetrated thru the windshield striking the pilot on the shoulder. Flight was not disturbed.

9/21/44	Chicago, Illinois	Eastern	DC3-G202A	Substantial	None	17	0	0	3	0	0	14	0	0	0

Pilot apparently failed to exercise sufficient care while taxiing on a congested airport and struck a parked truck with the left wing tip.

10/3/44	Helena, Montana	Western Air	DC3A-S1C3G	Substantial	None	25	0	0	4	0	0	21	0	0	0

At the beginning of a take off run the pilot put the landing gear locking lever in spring - latch position, with 750 lb. indicated pressure. The warning horn sounded and the pilot attempted to relatch the gear. He was not successful and the plane settled to the runway.

A. Scheduled Domestic Operations -- Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
	10/8/44	Garden City, Kansas	Continental	Lockheed 18-08	Substantial	None	16	0	0	3	0	0	13	0	0	0
	While taxiing on the runway the tail wheel broke through the surface into a hole made by a burrowing animal and the tail wheel assembly and tail cone were damaged.															
N	10/14/44	Nr. Charlotte, N. Car.	Eastern	DC3-G202A	None	None	21	0	1	2	0	0	18	0	0	0
	The "seat belt" sign had been turned on and while the steward was checking the passenger's belts the plane encountered severe turbulence. The steward was thrown about and his right leg was broken.															
N	10/17/44	New York, New York	American	DC3-G102	Minor	None	19	0	1	3	0	0	16	0	0	0
	The agent was in the passenger cabin as the plane was taxied from the ramp. Evidence indicates that he opened the door, jumped to the ground, and either stumbled and struck his head on the ground or was knocked down by the horizontal stabilizer.															
N	10/21/44	Washington, D. C.	American	DC3-G102	Substantial	None	22	0	0	3	0	0	19	0	0	0
	As pilot applied throttle to commence a take off run the hook and spade portion of the latch failed and the left landing gear collapsed.															
N	10/28/44	Jackson, Mississippi	Delta Air	DC-3-G202A	Substantial	None	18	0	0	4	0	0	14	0	0	0
	During an unusually long take-off run, the wheels were retracted before the aircraft became airborne, which resulted in damage to the propeller tips. Ten minutes later, the captain detected an unusual noise and after an inspection suspected some slight engine trouble but decided to continue the 350 mile flight to a scheduled stop, where the propeller damage was first discovered. Apparently the first officer during the take off run misinterpreted the captain's irregular cockpit procedure and unorthodox gestures of pointing to the altimeter and landing gear light, as an order to retract the wheels.															

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
N - 11/3/44	Mr. Des Moines, Iowa	United	DC3A-S1C6	Minor	None	18	0	1	2	0	0	15	0	0	0
	A bird struck the lower right hand corner of the right fixed windshield in flight. The windshield broke and the bird's body struck the first officer on the forehead, rendering him unconscious.														
11/4/44	Hanford, California	TWA	DC-3-G102	Destroyed	After Impact	24	3	0	0	21	0	0	0	0	0
	During flight at an altitude of about 10,000 feet the airliner entered a thunderstorm area of severe and unpredictable turbulence which resulted in failure of one wing and destruction of the airliner.														
N - 11/25/44	Atlanta, Georgia	Eastern	DC3-G202A	Substantial	None	21	0	0	3	0	0	18	0	0	0
	As plane emerged from turbulent air pilot discovered the landing gear almost fully extended. The retracting mechanism could not be actuated because the hydraulic fluid had been lost. The gear could not be latched down. After exhausting every possible means of operating the gear, the pilot was advised by radio to land. During the roll the right gear retracted and the plane groundlooped. Examination of the retracting strut assembly disclosed the aluminum packing gland nut and the packing lodged within the cluster so that it jammed final movement of the piston. A further check revealed the fact that the packing nut was undersized and the threads were only engaged about 3 turns. The safety wire had broken and the tops of the threads were stripped.														
N - 12/1/44	Van Nuys, California	TWA	DC-3G-202A	Destroyed	None	23	2	1	0	6	11	3	0	0	0
	During an instrument approach to land, the pilot deviated from the standard approach procedure and descended below the established safe minimum altitude which resulted in collision of the airliner with trees, a power line pole and the ground. A contributing factor to the accident was the airlines laxity in supervising adherence to their approved procedures.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
12/8/44	Cleveland, Ohio	United	DC3A-S1CG	Substantial	None	13	0	0	3	0	0	10	0	0	0
	Although pilot was aware of an accumulation of ice along the entering edges of both wings, extending from the roots to the tips, he entered traffic and proceeded to land at normal speed. Inasmuch as the runway in use is 5000 feet long and was in excellent condition, his handling of the plane was contrary to the company manual. After breaking the glide the speed dropped off very rapidly and the plane stalled in on the right wing and ground-looped.														
12/19/44	Nr. Bridgeport, Conn.	American	DC3-G102	None	None	18	0	1	2	0	0	15	0	0	0
	During a routine flight the airliner encountered an unexpected severe "bump" causing the stewardess to be thrown upward. Upon impact with the floor the stewardess's ankle was broken.														
12/19/44	Cleveland, Ohio	United	Two DC-3A's	Substantial	None	19	0	0	3	0	0	16	0	0	0
	In taxiing from gate left wheel of one Douglas skidded on ice causing the wing tip to hit rudder of another.														
12/23/44	Chicago, Illinois	United	DC-3A & Army Plane	Substantial	None	18	0	0	3	0	0	15	0	0	0
	Pilot of airliner struck Army plane with his right wing tip while taxiing.														
12/24/44	Nr. Saline, Michigan	American	DC-3 - Taylorcraft	Substantial	None	19	0	0	3	0	0	16	0	0	0
	Crew of airliner occupied by doing necessary paper work and tuning radio, failed to notice Taylorcraft ahead flying a course converging on that of the airliner. Airliner struck Taylorcraft badly damaging empennage. Taylorcraft occupants descended via parachute. Airliner was safely belly-landed.														

A. Scheduled Domestic Operations – Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
12/30/44	Washington, D. C.	Eastern	DC3-G202A	Substantial	None	21	0	0	3	0	0	18	0	0	0

In landing, the airliner stalled and fell off on the right side. While pilot was effecting recovery the right wheel hit the runway causing the aircraft to bounce and drag the left wing tip. Apparently a light coating of ice on the leading edge of all surfaces caused the unusual stalling characteristics during the approach.

A. Scheduled Domestic Operations – Other Revenue Operations

2/18/44	Jamestown, New York	All American	Stinson SR-10C	Substantial	None	2	0	0	2	0	0	0	0	0	0

Pilot was taking off in 18-30 mph gusty quartering crosswind with intermittent blinding snow flurries. The runway was plowed, with 3-4 foot snowbanks on either side. Under these circumstances pilot stalled the plane off as soon as possible but it settled back on the runway. The left landing gear collapsed and the plane veered to the left and struck the snowbank.

3/26/44	Ottumwa, S. Dakota	Inland Air	Beechcraft C17B	Destroyed	After Impact	1	1	0	0	0	0	0	0	0	0

Pilot was on cross country flight under C.F.R. and evidence indicates that he encountered instrument weather and was flying below the minimum safe altitude over snow-covered terrain in a moderate snowstorm, in which visibility was further restricted by haze, when he inadvertently flew into the ground and the plane was completely demolished by impact and fire.

4/13/44	Honolulu, Hawaii	Hawaiian Airlines	Sikorsky S43	Substantial	None	2	0	0	2	0	0	0	0	0	0

Pilot applied the brakes too vigorously while taxiing. The plane nosed up and fell back.

A. Scheduled Domestic Operations - Other Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
8/3/44	Martins Ferry, Ohio	All American	Stinson SR-10C	Destroyed	After Impact	2	0	2	0	0	0	0	0	0	0
	Aircraft was flown into a hillside under instrument flight conditions. Pilot entered fog at low altitude immediately after accomplishing a mail pick-up, instead of first gaining safe altitude. Mountainous terrain made such procedure necessary for safety.														
8/3/44	Dubois, Penn.	All American	Stinson SR-10C	Substantial	None	2	0	0	2	0	0	0	0	0	0
	Due to local smoke and haze pilot misjudged a landing approach, overshot, and ground-looped the plane to avoid obstructions.														
9/29/44	State College, Penn.	All American	Stinson SR-10C	Destroyed	None	2	1	1	0	0	0	0	0	0	0
	Pilot in attempting to maneuver into position to drop a rope over mail pickup station, stalled plane in a steep turn. Plane struck trees and crashed.														
A. Scheduled Domestic Operations - Non-Revenue Operations															
6/2/44	Denver, Colorado	Continental	Lockheed 18-08	Substantial	None	2	0	0	2	0	0	0	0	0	0
	Pilot made a bad bounce landing which resulted in failure of the landing gear and a groundloop ensued.														
8/23/44	White Plains, New York	American	DC-3-G102	Substantial	None	3	0	0	3	0	0	0	0	0	0
	Captain was giving dual instruction. A touch and go landing was made. When at two or three feet altitude the captain began retracting the gear. The plane touched back on the runway either due to settling or upslope of the runway. A belly landing followed.														

A. Scheduled Domestic Operations - Non-Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
8/27/44	Crab Orchard, Tenn.	American	Stinson SR-10E	Destroyed	After Impact	2	2	0	0	0	0	0	0	0	0
	Airline pilot disregarded company rules and CAR in making an instrument flight. Pilot failed to allow sufficient clearance over terrain and crashed during instrument flight.														
9/6/44	Ravena, New York	Colonial	Stinson SR-9E	Substantial	None	2	0	0	2	0	0	0	0	0	0
	Loss of cylinder head caused forced landing in a rough field.														
12/15/44	DuBois, Pennsylvania	American	Stinson SR-10E	Substantial	None	2	0	0	2	0	0	0	0	0	0
	Unable to take off after a run of 1500 feet on snow covered field, pilot throttled back to stop take off. However, the wheels settled into deep snow and plane nosed over. Deep snow had made two prior attempts to take off unsuccessful, therefore, pilot should have awaited more favorable runway conditions.														
	B. Scheduled U. S. Flag International - Passenger Carrying Service														
N - 3/5/44	San Juan, P. R.	Pan American	Sikorsky S-43	Substantial	None	16	0	0	4	0	0	12	0	0	0
	Pilot apparently failed to exercise sufficient care while taxiing into position to moor the plane to a buoy. He applied power to swing the plane around and both pontoons struck a bulkhead and were damaged.														
5/3/44	Lima, Peru	Panagra	DC3-G103A	Substantial	None	12	0	0	4	0	0	8	0	0	0
	Pilot failed to see a pile of gravel at the end of the runway outside the boundary lines. Wheel struck pile of gravel causing gear to fail. Plane groundlooped to a stop.														

B. Scheduled U. S. Flag International - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
8/8/44	Antilla, Cuba	Pan American	Sikorsky S-42	Destroyed	None	31	0	0	5	17	0	9	0	0	0
	After the flying boat became airborne during the take off, the pilot permitted it to settle back to the water where he lost control. On the second bounce the aircraft attained an altitude of 25 feet and then dived steeply to the water where on impact the hull separated into two parts aft of the pilot's compartment.														
8/27/44	Fort de France, Martinique	Pan American	Sikorsky S-42-B	Substantial	None	36	0	0	5	0	0	31	0	0	0
	Pilot took over after copilot made a bounced landing and pulled out for another approach. Pilot misjudged height above buoys and struck one causing gash in hull. Plane was beached immediately with no injury to passengers.														
9/19/44	Merida, Mexico	Pan American	Boeing S-307	Substantial	None	22	0	0	6	0	0	16	0	0	0
	While making a 180 degree turn to leave the ramp the pilot failed to observe a mobile air compressor unit that had been parked about 15 feet off of the ramp. The left stabilizer and elevator were damaged by striking the compressor.														
9/21/44	Kingston, Jamaica	Pan American	Sikorsky S-42-B	Substantial	None	38	0	0	6	0	0	32	0	0	0
	Pilot was taking off with ship on step when a gust forced wing down. Pontoon dug into the water causing ship to waterloop. Ship came to rest facing opposite direction to take-off after a violent bounce. Analysis of weather conditions prevailing indicated little likelihood of severe gusts.														
N - 12/27/44	Willemstadt, Curacao, N.W.I.	Pan American	DC3A-S1C3G	Substantial	None	17	0	0	4	0	0	13	0	0	0
	After leveling off to land a violent gust heeled the plane up and the right wing tip struck the ground. The plane bounced and was landed without further damage.														

B. Scheduled U. S. Flag International - Other Revenue Operations

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
	No Accidents															
B. Scheduled U. S. Flag International - Non-Revenue Operations																
	7/30/44	Arajuno, Ecuador	Panagra	DC-2	Substantial	None	9	0	0	2	0	0	7	0	0	0
	Copilot made a normal landing except for a slight bounce. Plane rolled approximately 300 feet, then began to leave runway, full rudder and left engine failed to correct and the plane crossed a four foot embankment which runs parallel to the runway. Apparent malfunctioning of brake system.															
N	8/5/44	Miami, Florida	Pan American	Consolidated Comm. 16-1	Substantial	None	4	0	0	4	0	0	0	0	0	0
	Plane struck the water with one wing low during a landing approach due to a faulty gyro horizon during a night flight. Plane looped and one pontoon was sheared off.															
	10/17/44	Miami, Florida	Pan American	Two DC-3A's	Substantial	None	2	0	0	2	0	0	0	0	0	0
	Pilot of one plane failed to allow sufficient room in which to turn and struck another plane which was parked, with the left wing tip.															
N	11/14/44	Cozumel, Mexico	Pan American	DC3A-S1C3G	Substantial	None	3	0	0	3	0	0	0	0	0	0
	During a normal turn at an altitude of 1000 feet, apparently the upper brace cross bar of the left engine mount failed, due to some undetermined reason. Pilot was unable to control the aircraft with power on, but was able to gain sufficient control with power off to make a good landing on the water.															

A. Scheduled Domestic Operations - Passenger Carrying Service

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
N - 1/4/45	Cleveland, Ohio	United	DC3A-S1C3	Substantial	None	23	0	0	3	0	0	20	0	0	0
	During a "tail low" take off from an airport covered with 2" of snow, pilot pulled plane off in a stalled attitude. Immediately afterwards the aircraft settled to the ground where the left and the right wing tip alternately dragged on the snow before the take off could be stopped.														
N - 1/10/45	Burbank, California	American	DC3-G102	Destroyed	None	24	3	0	0	21	0	0	0	0	0
	During an instrument approach to land when the instrument weather conditions were below the established minimums, the pilot missed the proper approach to land. He followed another course up to a point where it was impossible to apply the "missed-approach" procedure safely and the airliner crashed in nearby hills.														
1/18/45	Houston, Texas	Braniff	DC3-G102A	Substantial	None	17	0	0	3	0	0	14	0	0	0
	The pilot overshot the landing and attempted to take off again but engines did not respond to the throttles. He attempted to groundloop the airliner but it continued its landing roll past the end of the runway and came to rest on a paved highway, adjoining the airport. Evidence shows that pilot neglected to use carburetor heat during the flight when carburetor icing conditions existed, also that rapid opening of the throttles may have prevented engines from responding when needed.														
1/23/45	Nashville, Tennessee	Eastern	DC-3 - Army Plane	Substantial	None	23	0	0	3	0	0	20	0	0	0
	While taxiing to runway pilot of Army C60A (Lockheed) lost control due to failure of the left brake hydraulic fitting. Unable to stop the pilot cut throttles and the aircraft collided with airliner which was loaded with engines running and awaiting permission to taxi.														

RECAPITULATION OF U. S. AIR CARRIER ACCIDENTS
(Calendar Year 1945)

Type of Operation	Total Accidents	Fatal Accidents	Aircraft Damage			Crew Injury			Passenger Injury			Others Injured			Total Aboard	Fire			See Pages
			Destroyed	Substantial	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor/None	Fatal	Serious	Minor		In Air	After Impact	On Ground	
Scheduled Domestic																			
Passenger Carrying.....	33	7	10	21	2	11	[illegible]	85	76	17	487	2	0	0	682	1	1	1	61-69
Other Revenue.....	7	1	1	6	0	1	1	12	0	0	0	2	0	0	14	0	0	0	70-71
Non-Revenue.....	2	1	1	1	0	[illegible]	0	[illegible]	0	0	0	0	0	0	6	0	0	0	72
Sub-Total.....	42	9	12	28	2	16	7	100	76	17	487	4	0	0	702	1	1	1	
Scheduled International																			
Passenger Carrying.....	5	2	2	2	0	10	3	16	17	4	49	0	0	0	99	0	0	0	73-74
Other Revenue.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
Non-Revenue.....	2	0	0	2	0	0	0	5	0	0	0	0	0	0	5	0	0	0	74
Sub-Total.....	7	2	2	4	0	10	3	21	17	4	49	0	0	0	104	0	0	0	
Total																			
Passenger Carrying.....	38	9	13	23	2	21	9	101	93	21	536	2	0	0	781	1	1	1	
Other Revenue.....	7	1	1	6	0	1	1	12	0	0	0	2	0	0	14	0	0	0	
Non-Revenue.....	4	1	1	3	0	3	0	8	0	0	0	0	0	0	11	0	0	0	
Grand Total.....	49	11	15	32	2	25	10	121	93	21	536	4	0	0	806	1	1	1	

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N - 1/25/45		New York, New York	American	DC-3-G102	Substantial	None	24	0	0	3	0	0	21	0	0	0
	During the take off in a 40 mph wind with severe gusts the rudder stop cables, rudder jack shaft hinges, lower rudder hinge, rudder deck, and rudder fletcher cable pulley bracket were broken. In addition station 703 was slightly damaged and the rudder attaching fittings were bent. After reaching a cruising altitude at 8000' the pilot observed that rudder cables were slow in movement and that cables were stretched. The Captain stated that on the take off the intensity of the wind gusts slammed the rudder from side to side and forced the elevator wheel control backward and forward enough to bounce the aircraft for a distance of 50'. After reaching the cruising altitude the Captain elected to continue flight to the destination rather than turn back to starting point where gusty air prevailed. Damage to the control surfaces was disclosed upon inspection after a safe landing at the terminal.															
N - 2/9/45		Glendale, California	TWA	DC-3-G202A	Minor	None	19	0	1	2	0	1	15	0	0	0
	During flight the airliner encountered severe turbulence which bounced a passenger and the hostess against the ceiling and the cabin floor. Apparently the hostess and the passenger did not fasten their safety belts although the seat belt sign was turned on prior to the turbulence.															
N - 2/10/45		Buffalo, New York	American	DC-3-G102	Substantial	None	19	0	0	3	0	0	16	0	0	0
	Evidence indicates that unstable air was encountered during a rather low landing approach and the plane settled in on the end of the runway before sufficient power could be applied to hold it off. The right wheel struck the top of a boundary marker and the plane landed in approximately 3 feet of snow. The right landing gear collapsed and the plane slid to the runway intersection.															
N - 2/14/45		Cleveland, Ohio	United	DC3A-S1C	Substantial	None	24	0	0	3	0	0	21	0	0	0
	During a landing roll the right flap was damaged by water and ice thrown up by the wheels.															

CAB

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
N - 2/23/45	Marion, Virginia	American	DC-3-G102	Destroyed	None	22	2	1	0	15	4	0	0	0	0
	During a routine scheduled night flight in weather forecasted as unfavorable for contact flying, the airliner crashed on a wooded mountain top 3910' a.s.l. and 1½ miles to the left of its airway center line. Investigation revealed that the weather forecast indicated the inadvisability of contact flight; that pilot used poor judgment in planning the flight. The CAB Accident Investigation Reports concludes that the probable cause of this accident was the pilot's failure to properly plan the flight and remain a safe instrument altitude under existing conditions. A contributing cause of the accident was the company's laxity in dispatching and supervising the flight.														
N - 3/5/45	Chicago, Illinois	Eastern	DC-3-G202A	Substantial	None	19	0	0	3	0	0	16	0	0	0
	A truck, which apparently was being driven much too fast, collided with the right wing and landing gear while the plane was being taxied to the ramp.														
3/6/45	Raleigh, N. Carolina	Eastern	DC-3-G202A	Substantial	None	23	0	0	3	0	0	20	0	0	0
	In making a 180 degree turn after landing, the pilot failed to keep one wheel on the runway. The right wheel bogged down in soft sod to the top tire level collapsing the landing gear.														
3/16/45	Atlanta, Georgia	Eastern	DC-3-G202A	Substantial	None	22	0	0	3	0	0	19	0	0	0
	In landing the pilot overshot the 4500' runway during marginal ceiling and visibility conditions due to fog. Near the end of the landing roll the airliner collided with a CAA localizer adjoining the airport border fence.														
N - 4/3/45	Nr. Macon, Georgia	Eastern	DC-3-G202A	Minor	None	24	0	1	2	0	0	21	0	0	0
	During flight a seagull collided with and broke through the left windshield. Both pilots received facial injuries from the flying glass.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
4/14/45	Morgantown, W. Virginia	PCA	DC-3-G102A	Destroyed	After Impact	20	3	0	0	17	0	0	0	0	0
	Prior to the intended 50 mile flight the pilot studied the weather that indicated variable conditions at terminal. He was also informed that the radio homing beacon was inoperative. Additional weather data was radioed to pilot about seven minutes prior to the crash indicating 1200' ceiling with 2 mile visibility. Two minutes later the company radioed pilot that ceiling was 1000', visibility one mile, and that, if satisfactory to go in; if not good proceed to Clarksburg. Pilot replied he would have a look and advise. That was the last radio contact and a few minutes later airliner crashed on mountain ridge seven miles east of course and two miles off airway. Evidence indicates that pilot used poor judgment in failing to climb promptly in accordance with company and government procedure to an instrument altitude providing a safe margin above the terrain. Cause of accident was pilot error in flying plane over mountainous terrain under instrument conditions at an altitude below minimum authorized instrument altitude.														
4/15/45	Omaha, Nebraska	United	DC3A-S1C3G	Substantial	None	24	0	0	3	0	0	21	0	0	0
	While taxiing to the position for taking off, the first officer inadvertently pulled the retracting gear handle past the "neutral position" to the "up position" which retracted the wheels.														
N - 4/28/45	Lynchburg, Virginia	American	DC3A-S1C3G	Substantial	None	16	0	0	4	0	0	12	0	0	0
	Evidence indicates that the left tire was flat upon landing or that it failed early in the landing roll. Despite the pilot's efforts to control it, the plane veered from the runway and nosed up on an embankment at the airport boundary.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	5/28/45	Chicago, Illinois	American	DC-3 - Army Plane	Substantial	None	24	0	0	3	0	1	20	0	0	0
		The airliner's crew misunderstood the tower's landing instructions and landed on runway No. 4 (to the Northeast) contrary to instruction to land on runway 14 Left (to the Southeast). Meanwhile, cleared Army transport C-47 was taking off on runway 14 Right. Just before the collision at the intersection of the runways each crew saw the other plane and both crews applied power to avoid collision. The Army pilot attempted to hurdle the airliner in its landing roll, but the C-47 hit the wing and the top fuselage of the airliner. Following the collision the army plane landed on its runway. Smoke on the airport was a contributing factor. The crew of both planes had turned off their landing lights in order to eliminate the glare at dusk which made vision worse with lights than without them.														
	6/7/45	Dayton, Ohio	American	DC-3	Substantial	None	24	0	0	3	0	0	21	0	0	0
		While taxiing on the sod portion of the airport and after crossing a concrete drainage grating which protruded 2½" above the ground, the hinge fitting which attaches to the rear end of the landing gear strut collapsed due to a mechanical failure. This caused one wheel to retract and one wing to hit the ground. Inspection of the failed part was not provided for in past operation due to inaccesibility of this fitting but since the accident the airline has made arrangements for regular inspection of the hinged fitting.														
	6/19/45	Washington, D. C.	American	DC-3-G102	Substantial	None	24	0	0	3	0	0	21	0	0	0
		During the take off run apparently the copilot misunderstood the Captain and prematurely raised the landing gear before the airliner was airborne. The Captain applied full power in an unsuccessful attempt to lift the plane off the runway, and the copilot realizing his error attempted to lower and lock the landing gear. One landing gear failed to lock, causing the airliner to groundloop off of the runway before it could be stopped.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

	Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
								Crew			Passengers			Others		
								F	S	M/N	F	S	M/N	F	S	M
N -	7/10/45	Nr. Allentown, Penn.	United	DC3A-S1C3G	Substantial	None	24	0	0	3	0	0	21	0	0	0
	A severe hail storm damaged the airliner during flight to its destination. Leading edges of the aircraft were dented; the hail ripped slits in the elevators, windows broken, etc.															
	7/12/45	Nr. Florence, S. Carolina	Eastern	DC-3 - Army Plane	Destroyed	None	24	0	1	3	1	3	16	0	0	0
	The airliner flying in contact weather was at an altitude of about 3100' letting down about 200' per minute at a point 62 miles from its next scheduled stop when it was struck from the left by an Army A-26 aircraft. The airliner's propeller severed the A-26 fuselage and only one of the military crew parachuted to safety. Following the collision the Captain of the airliner made a safe landing on a cotton field. Both pilots saw the other plane but not in sufficient time to avoid collision; the A-26 dove and the airliner pulled up. Both pilots were considered to be at fault. The airline captain was 8 miles to the right of the airway contrary to good airline practice. The military pilot was practicing turns in an undesignated area although haze restricted visibility to about 6 miles. Also he failed to exercise enough alertness to avoid collision with a civil plane which had the right of way.															
	7/15/45	Boston, Massachusetts	American	DC-3-G102	Substantial	None	22	0	0	3	0	0	19	0	0	0
	In landing, the left landing gear drag strut failed, due probably to previous weakening, which permitted the left wheel to retract and the aircraft to groundloop.															
	8/2/45	Salt Lake City, Utah	Western	DC3A-S1C3G	Substantial	None	22	0	0	3	0	0	19	0	0	0
	An aluminum vapor line in the right engine nacelle failed while the plane was being taxied into take-off position and a fire developed and damaged the engine and its installation. Lux system (CO_2) fire extinguisher used but unsuccessfully. Army fire truck extinguished fire.															

CAB

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
8/27/45	Albuquerque, N. Mexico	Continental	Lockheed 18-08	Destroyed	None	17	0	0	3	0	0	14	0	0	0
	Evidence indicates that the tail wheel locking disc pin was sheared by excessive shimmy during a landing roll and the disc became wedged in the assembly, binding the tail wheel considerably to the right of center. The plane groundlooped, causing the left landing gear to fail and rupture the left wing tank. Before plane came to rest gasoline ignited and destroyed the plane.														
N - 9/7/45	Florence, S. Carolina	Eastern	DC-3-G202A	Destroyed	In Air	22	3	0	0	19	0	0	0	0	0
	During night scheduled flight a fire of undetermined nature and origin developed in or near the lavatory and/or rear baggage compartment. The Captain turned back to land at Florence but the fire developed to a degree where control was lost and the plane struck trees and the ground while in a descending attitude with apparently little or no longitudinal control remaining.														
9/13/45	Tampa, Florida	National	Lockheed 18-50	Destroyed	None	14	0	0	3	0	0	11	0	0	0
	Due, apparently, to very poor visibility, the pilot approached somewhat higher and faster than normal and then made a fast wheel landing into a negligible wind on a wet runway. Traction evidently was very poor because the brakes were wholly ineffective. In a final effort to stop short of the boundary the pilot attempted a groundloop but the plane only swerved and skidded sideways off the end of the runway, over a sea-wall, and came to rest with the nose on the wall and the fuselage in the water.														
9/23/45	Austin, Texas	Essair Inc.	Lockheed 10-A	Substantial	None	11	0	0	2	0	0	9	0	0	0
	Investigation by the airline indicates that the Captain was taxiing too fast toward loading ramp and was unable to stop the aircraft before it collided with a baggage cart.														

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
9/23/45	Lansing, Michigan	PCA	DC-3	Substantial	None	24	0	0	4	0	0	20	0	0	0
	In approaching the airport, the pilot observed a thunderstorm to the northwest. He circled once at an altitude of 500' to ascertain the extent of the turbulence and then started the landing approach in which heavy rain was encountered at an altitude of 200' but which did not obscure the runway. As the wheels contacted the surface at the middle of the 2900' runway a severe 180 degree wind shift occurred causing the airliner to veer off of the runway on to wet sod. The Captain was unable to stop by braking or groundlooping, and the aircraft crossed the airport border, hit a telephone pole, and came to rest in a drainage ditch adjacent and parallel to a railroad track. Contributing factors to the accident was the pilot's decision to land before the storm broke, and unnecessarily high and fast approach to land.														
N - 10/5/45	Lakeland, Florida	National	Lockheed 18-50	Destroyed	None	15	0	1	2	2	8	2	0	0	0
	A night approach was overshot presumably due to a small amount of local stratus clouds in the approach path which put the pilot temporarily on instruments. The resulting attempt to go around was poorly executed inasmuch as flaps were not retracted quickly enough nor sufficient power applied when first needed and the plane settled onto a lake surface about 1/2 mile beyond the airport.														
N - 10/11/45	Banana River, Florida	National	Lockheed 18-50	Destroyed	None	16	0	1	2	0	0	13	0	0	0
	Faulty maintenance caused an oil leak which alarmed pilot into feathering one engine and attempting a single engine landing. The approach was overshot, the pilot attempted to go around again but did not fully retract his flaps, and the Lockheed, being incapable of single engine flight with down flaps, settled into the ground about 3/4 mile beyond airport.														

382

A. Scheduled Domestic Operations - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
10/18/45	Fort Worth, Texas	American	DC-3A	Substantial	None	19	0	0	3	0	0	16	0	0	0
	When the airliner was about 20 minutes from the terminal, the captain noticed that the hydraulic pressure fluctuated between 600-800 lbs. The landing gear was extended and the green light came on about the time the pressure dropped to zero. After landing and rolling about 100 yards one landing gear retracted due to loss of hydraulic fluid caused by a ruptured cowl flap flex line at cowl flap cylinder and a defective cowl flap control valve.														
11/7/45	Vincennes, Indiana	Chi. & So.	DC-3	Substantial	None	23	0	0	4	0	0	19	0	0	0
	During a routine CFR flight at 430 feet above terrain the pilot observed engine roughness. He erroneously decided that the right engine was at fault. (Later on it was proven that the left engine was malfunctioning). After shutting off the right engine, feathering the propeller and starting a 180 degree turn to the nearest airport, the left engine failed as he applied power, due probably to failure of the piston pin retainer, in turn causing structural damage to the engine. Flight altitude prohibited unfeathering right engine and attempting to continue flight. With both engines stopped, wheels up and flaps down the pilot expertly landed the aircraft on a wheat field 2500 feet long and 1200 feet wide with little additional damage to the plane and with no injury to the passengers.														
N - 12/30/45	New York, New York	Eastern	DC-3G202A	Destroyed	None	14	0	0	3	1	0	10	0	0	0
	The Captain attempting to land through an overcast rather than maneuver below it for proper alignment with a runway overshot his first approach, went around and overshot the second. The aircraft first contacted the runway about half-way down its length at high speed and continued beyond it and into the bay where it partially sank. Pertinent conditions were: close to the minimum weather and the Captain's apprehension of fire in the left engine. Investigation did not reveal that there had been engine fire.														

A. Scheduled Domestic Operations - Other Revenue Operations

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
1/10/45	Greensburg, Penn.	All American	Stinson SR1OC	Destroyed	None	2	1	1	0	0	0	0	0	0	0
	In attempting a pick up pilot undershot and snagged the pick up line with the landing gear. He applied power and shortly thereafter commenced a left turn to circle back. At the same time he diverted his attention to the right and rear to discuss the situation with the flight mechanic. The right wing and wheel struck a large tree 30 feet above the ground. The plane fell off in a right spiral and dived to the ground.														
2/17/45	Ryde, Pennsylvania	All American	Stinson SR1OC	Substantial	None	2	0	0	2	0	0	0	0	0	0
	Apparently pilot used poor judgment in electing to continue flight at an altitude of 50' over a river during conditions of marginal visibility. The aircraft collided with and severed two recently installed 3/4" power cables stretched across the river. Flight was continued without further event and pilot landed at destination approximately one hour later.														
N - 3/19/45	Nr. Anthony, Kansas	TWA	DC3G-202A	Substantial	None	3	0	0	3	0	0	0	0	0	0
	Plane was damaged in flight by an unpredictable hailstorm.														
3/31/45	Hurricane, W. Virginia	All American	Stinson SR-1OC	Substantial	None	2	0	0	2	0	0	0	0	0	0
	While flying low to pick up cargo the engine stopped due probably to an interrupted fuel flow caused by the low level of fuel in tank. Pilot landed on unsuitable terrain where the aircraft nosed up. The wind then blew aircraft over on its back.														

A. Scheduled Domestic Operations - Other Revenue Operations (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
6/20/45	Huntsville, Utah	United	DC-3A	Substantial	None	2	0	0	2	0	0	0	0	0	0

While flying the cargo-liner at an abnormally low altitude the aircraft hit high tension wires which sheared off 22" and 29" of the stabilizer and rudder respectively. Pilot was flying below 1000' in violation of company and CAA regulations of minimum altitude. Plane returned to airport and landed without further damage.

7/2/45	Rapid City, S. Dakota	Inland Air	Stinson W	Substantial	None	1	0	0	1	0	0	0	0	0	0

During the landing approach the aircraft settled faster than the pilot had anticipated and one landing gear was sheared off as it hit an embankment. The pilot applied power continuing flight, and was able to jettison the landing gear which was hanging from the aircraft by the brake cable. After circling the airport the pilot landed the aircraft on the left wheel and right wing tip.

9/26/45	Chicago, Illinois	TWA	DC-3 - Boeing A75	Substantial	None	2[a/]	0	0	2	0	0	0	0	0	0

Both planes were observed flying on converging courses at an altitude of 2000 feet under C.F.R. Apparently neither pilot observed the other plane because neither course was altered in time to avoid collision. Douglas sustained substantial damage to the right wing, returned to the airport and landed normally. Boeing fell out of control and was completely demolished by the collision and impact with the ground. A hazy condition prevailed at the time, which reduced the horizontal visibility.

a/ Excludes fatal injuries to occupants of Boeing A-75.

A. Scheduled Domestic Operations - Non-Revenue Operations

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
5/25/45	Miami, Florida	Eastern	Stinson SR-9C	Substantial	None	3	0	0	3	0	0	0	0	0	0
	Evidence indicates that a broken air vent of the fuel tank equalizer between tanks had broken off due to some undetermined reason which jettisoned part of the fuel during flight causing the engine to run out of gasoline. In landing on a causeway the aircraft nosed over.														
10/6/45	Golden, Colorado	United	Stinson SR-10E	Destroyed	None	3	3	0	0	0	0	0	0	0	0
	The pilot was diving on the mountain-top home of an acquaintance when the right wing tip struck a large tree located about 30 feet from the house. The wing sustained extensive damage and the plane gyrated through three very fast "snap rolls", crashed through a thicket, struck the ground and ricochetted through another clump of trees, and came to rest in a small mountainside ravine. The aircraft was completely demolished. Pilot was supposed to have been on an instrument training flight.														

B. Scheduled U. S. Flag International - Passenger Carrying Service

N - 1/8/45	Port of Spain, Trinidad	Pan American	Martin M-130	Destroyed	None	30	10	2	1	13	4	0	0	0	0
	During a night water landing, the aircraft was flown by a relatively inexperienced copilot (seated on the left) directly into the water with no apparent attempt to flatten the glide path due to failure of both pilots to recognize the proximity of the water.														
5/28/45	Porte Alegre, Brazil	Pan American	DC-3A	Substantial	None	20	0	0	4	0	0	16	0	0	0
	The landing roll continued onto a sod portion of the field that was wet with dew. Pilot applied the brakes but there was no traction between the tires and wet grass and the plane slid into a drainage ditch beyond the airport boundary.														

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B. Scheduled U. S. Flag International - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
6/4/45	Port of Spain, Trinidad	Pan American	DC-3A	Destroyed	None	12	0	1	3	0	0	8	0	0	0

Evidence indicates that because of the rough, undulating surface of the runway the pilot pulled the plane off as soon as possible. The plane had not attained sufficient air speed and it stalled off to the left, striking the ground with the left wing before lateral control was possible.

8/3/45	Fort de France, Martinique	Pan American	Sikorsky S-43	Destroyed	None	14	0	0	4	4	0	6	0	0	0

Prior to the flight the pilot was briefed in the latest forecast, that indicated squally weather following a passing tropical storm. Improvement was forecast with ceiling above 1000 feet with two miles visibility at destination terminal. When plane arrived within ten miles of water landing area, the company radioed ceiling 1000 feet, visibility 2 miles, sea moderate, wind E.SE 20 knots. That data, relayed by company representative, (Which is dependent on French Government for weather), was incorrect. The French Government does not permit U.S. company to have its own weather station. According to the pilot, prior to the let down, the left engine failed to operate properly, and in the let down it "cut out" momentarily, then resumed power, but pilot failed to notify company of the engine malfunctioning. Also, the pilot was apprehensive of single engine operation of the flying boat. In letting down the pilot found cloud bases at 800', very heavy rain, visibility ½ mile, and wind 90 degrees different than data radioed. As he circled the company station at 500' deciding to risk a landing, the company informed him to land as soon as possible as weather was closing in. In landing he saw water just before plane hit crest of 6' swell. Alarmed by what he saw, he opened throttles to take off, but states that left engine failed to respond. Following this, the bow submerged, plane yawed to the left, submerged left wing and capsized. The cause of the accident was pilot's incorrect decision to attempt a landing on water surface not suitable for the flying boat. Pilot was aware that ceiling and visibility were below minimum, and that conditions made a safe landing doubtful. Contributing factors were, weather, company laxity, inadequate weather reporting, inadequate letdown procedure between established minimum enroute instrument altitude and the minimum contact landing requirements.

B. Scheduled U. S. Flag International - Passenger Carrying Service (Continued)

Date	Location	Operator	Aircraft	Aircraft Damage	Fire	Total Aboard	Division of Injury								
							Crew			Passengers			Others		
							F	S	M/N	F	S	M/N	F	S	M
9/15/45	Turbo, Colombia	Pan American	DC-3A	Substantial	None	23	0	0	4	0	0	19	0	0	0
	Due to wind conditions, pilot purposely made a low approach to land short on the runway and the wheels struck the top of an unmarked mound of sand that had been excavated from an airport drainage ditch, causing the left landing gear to buckle.														
B. Scheduled U. S. Flag International - Other Revenue Operations															
	No Accidents														
B. Scheduled U. S. Flag International - Non-Revenue Operations															
2/6/45	Miami, Florida	Pan American	DC-3A	Substantial	None	2	0	0	2	0	0	0	0	0	0
	While taxiing and during the cockpit check prior to the take off, apparently the instructor inadvertently, but improperly operated the landing gear handle which caused the wheels to retract.														
2/19/45	Brownsville, Texas	Pan American	DC-3A	Substantial	None	3	0	0	3	0	0	0	0	0	0
	While giving copilot instructions in "go-around" procedure, and during the landing roll, the Captain inadvertently put the landing gear handle in the full retracted position. Immediately afterward the wheels retracted and the plane was stopped by application of brakes.														

Excludes 1 collision accident with army plane which resulted in a mishap to airliner.

CAB