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AIR CRASH INVESTIGATIONS - UNCONTAINED ENGINE FAILURE - The Accident of Delta Air Flight 1288

Hearings Before the Subcommittee on Aviation of the Committee on Public Works and Transportation, House of Representatives, Ninety-ninth Congress, First Session, October 2, 30, 1985

AIR CRASH INVESTIGATIONS A DISASTROUS SPARK The Crash of TWA 800

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Hearings Before the Committee on Banking, Housing, and Urban Affairs, United States Senate, Ninety-sixth Congress, Second Session, on Oversight of the Financing Policies of the Export-Import Bank of the United States and Particularly on the Bank's Preliminary Approval to a Large Loan to Ansett Airlines, May 12 and 13, 1980

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On 2 May 2006 Armavia Flight RNV 967, an Airbus A320, was on its way from Zvartnots (Yerevan, Armenia) to Adler (Sochi, Russia). There were 113 occupants on board: 105 passengers (including 5 children and 1 baby), 2 pilots, 1 aircraft engineer and 5 flight attendants. Upon approaching Sochi there was confusion in regard to the weather for the scheduled landing. Finally the captain decided to return to Zvartnots, a short while later he reconsidered his decision and started the approach to Sochi after all. Just before final landing air traffic control told the captain to abort the landing. At 22:13 the aircraft struck the water, it broke up on impact, killing all aboard. The investigation concluded that the crash of Armavia Flight 967 was a Controlled Flight Into Terrain (CFIT), specifically water, while conducting a climbing manoeuvre, after an aborted approach, along with inadequate control inputs from the Captain to Sochi airport at night with weather conditions below landing minimums for runway 06.

AIR CRASH INVESTIGATIONS, MECHANICAL FAILURE OR SUICIDE? (3), The E.C.A.A. (Egypt) View of the Crash of EgyptAir Flight 990 DIANE Publishing

On April 15, 2002, Air China flight 129, a Boeing 767-200ER, operated by Air China, en route from Beijing, China to Busan, Korea, crashed on Mt.

Dotdae, near Gimhae Airport, Busan. Of the 166 persons on board, 37 persons survived the crash, while 129 occupants were killed. The Korean Aviation Accident Investigation Board (KAAIB) determined that the probable cause of the crash was pilot error due to poor crew resource management and lost situational awareness during the circling approach of the runway. The Chinese investigation team pointed out that the Korean ATC was not fully licensed and mistakenly directed the airliner to descend to a wrong altitude and that the airport did not inform the crew of the weather conditions at the time. A contributing factor was that the airline made all announcements in Chinese and English, while most passengers were Korean. *Determination of Craft Or Class of the National Mediation Board* Lulu.com

On July 17, 1996, about 2031 eastern daylight time, Trans World Airlines, Inc. (TWA) flight 800, a Boeing 747, crashed in the Atlantic Ocean near East Moriches, New York. TWA flight 800 was a scheduled international passenger flight from John F. Kennedy International Airport (JFK), New York, New York, to Charles DeGaulle International Airport, Paris, France. All 230 people on board were killed, and the airplane was destroyed. The weather was good. The National Transportation Safety Board determines that the probable cause of the accident was an explosion of the center wing fuel tank, resulting from ignition of the flammable fuel/air mixture in the tank. Contributing factors to the accident were the design and certification concept that fuel tank explosions could be prevented solely by precluding all ignition sources and the design and certification of the Boeing 747. The safety issues in this report focus on fuel tank flammability.

AIR CRASH INVESTIGATIONS GHOSTS? The Crash of Eastern Air Lines Flight 401 Lulu.com

On 4 October 1992, El Al Israel Airlines Flight 1862, a Boeing 747-200 Freighter, departed from Schiphol Airport, Amsterdam, on its way to Tel Aviv, Israel. Seven minutes after take-off the plane lost engine no. 3 and 4 and crashed in an apartment block just outside Amsterdam, killing 43 people. The investigation concluded that the design and certification of the B 747 pylon was inadequate to provide the required level of safety. Furthermore the system to ensure structural integrity by inspection failed.

AIR CRASH INVESTIGATIONS - UNCONTAINED ENGINE FAILURE - THE ACCIDENT OF DELTA AIR FLIGHT 1288

Routledge

This amended report explains the accident involving United Airlines flight 585, a Boeing 737-200, on its way from Denver to Colorado Springs, which crashed on March 3, 1991 near Colorado Springs Municipal Airport. Only after the crash of USAir 427 in 1994 and a similar incident with Eastwind 517 in 1996 the NTSB was able to pinpoint the cause of this crash: jammed rudder. The Boeing 737 has a history of rudder system-related anomalies, this finally solved the mystery of sudden jamming of the rudders of this aircraft.

HEARINGS BEFORE THE SUBCOMMITTEE ON AVIATION OF THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION, HOUSE OF REPRESENTATIVES, NINETY-NINTH CONGRESS, FIRST SESSION, OCTOBER 2, 30, 1985

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767 Flight Crew Training ManualAIR CRASH INVESTIGATIONS: DEADLY MISTAKES The Crash of Air China Flight 129Lulu.com

AIR CRASH INVESTIGATIONS A DISASTROUS SPARK The Crash of TWA 800 Lulu.com

On January 13, 1982, Air Florida Flight 90, a Boeing 737-222, was a scheduled flight to Fort Lauderdale, Florida, from Washington National Airport, Washington, D.C. There were 74 passengers and 5 crewmembers on board. The flight was delayed about 1 hour 45 minutes due to a moderate to heavy snowfall. Shortly after takeoff the aircraft crashed at 1601 e.s.t. into the 14th Street Bridge over the Potomac River and plunged into the ice-covered river, 0.75 nmi from the departure end of runway 36. Four passengers and one crewmember survived the crash. Four persons in the vehicles on the bridge were killed; four were injured. The National Transportation Safety Board determines that the probable cause of this accident was the flightcrew's failure to use engine anti-ice during ground operation and takeoff, and to take off with snow/ice on the airfoil surfaces of the aircraft. Contributing to the accident were the ground delay between de-icing and takeoff clearance.

AIR CRASH INVESTIGATIONS - CREW IN DISARRAY - THE CRASH OF SIBIR AIRLINES C7 778

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On July 8, 2006 at 22:44 UTC, as it was landing at Irkutsk airport, an *Hearings Before the Committee on Banking, Housing, and Urban Affairs, United States Senate, Ninety-sixth Congress, Second Session, on Oversight of the Financing Policies of the Export-Import Bank of the United States and Particularly on the Bank's Preliminary Approval to a Large Loan to Ansett Airlines, May 12 and 13, 1980* Lulu.com

Whether a trainee is studying air traffic control, piloting, maintenance engineering, or cabin crew, they must complete a set number of training 'hours' before being licensed or certified. The aviation industry is moving away from an hours-based to a competency-based training system. Within this approach, training is complete when a learner can demonstrate competent performance. Training based on competency is an increasingly popular approach in aviation. It allows for an alternate means of compliance with international regulations - which can result in shorter and more efficient training programs. However there are also challenges with a competency-based approach. The definition of competency-based education can be confusing, training can be reductionist and artificially simplistic, professional interpretation of written competencies can vary between individuals, and this approach can have a high administrative and regulatory burden. Competency-Based Education in Aviation: Exploring Alternate Training Pathways explores this approach to training in great detail, considering the four aviation professional groups of air traffic control, pilots, maintenance engineers, and cabin crew. Aviation training experts were interviewed and have contributed professional insights along with personal stories and anecdotes associated with competency-based approaches in their fields. Research-based and practical strategies for the effective creation, delivery, and assessment of competency-based education are described in detail.

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On 20 August 2008, Spanair flight JKK5022, a McDonnell Douglas DC-9-82 departed Madrid Barajas Airport on its way to Gran Canaria Airport. During take-off the aircraft crashed, due to pilot errors, near the end of runway 36L, killing 154 of the 172 people on board.

AIR CRASH INVESTIGATIONS - INADVERTENT IN-FLIGHT SLAT DEPLOYMENT - THE NEAR CRASH OF CHINA EASTERN AIRLINES FLIGHT 583

Lulu.com

On September 27, 2008, about 2358 eastern daylight time, an Aerospatiale Helicopter (Eurocopter) operated by the Maryland State Police (MSP) encountered instrument meteorological conditions was diverted to Andrews Air Force Base (ADW), Camp Springs, Maryland. About 3.2 miles north of the runway 19R threshold at ADW, during an instrument landing system approach, the helicopter impacted terrain and crashed. The pilot, one flight paramedic, one field provider, and one of two automobile accident patients being transported were killed. The helicopter was substantially damaged when it collided with trees and terrain in Walker Mill Regional Park, District Heights, Maryland. The National Transportation Safety Board determined that the probable cause of this accident was the pilot's lack of experience and lacking support of supporting institutions.

AIR CRASH INVESTIGATIONS, LOST OVER THE ATLANTIC THE CRASH OF AIR FRANCE FLIGHT 447 THE FINAL REPORT

Lulu.com

On March 23, 2004, about 1918:34 central standard time, an Era Aviation Sikorsky S-76A helicopter, N579EH, crashed into the Gulf of Mexico about 70 nautical miles south-southeast of Scholes International Airport (GLS), Galveston, Texas. The helicopter was en route to the drilling ship Discoverer Spirit. The captain, copilot, and eight passengers aboard the helicopter were killed, and the helicopter was destroyed by impact forces. The flight was operating under the provisions of 14 Code of Federal Regulations Part 135 on a visual flight rules flight plan. Night visual meteorological conditions prevailed at the time of the accident. The National Transportation Safety Board determines that the probable cause of this accident was the flight crew's failure to identify and arrest the helicopter's descent for undetermined reasons, which resulted in controlled flight into terrain.

AIR CRASH INVESTIGATIONS: MYSTERIOUS CRASH KILLS 25 THE CRASH OF UNITED AIRLINES FLIGHT 585

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On December 20, 1995, American Airlines Flight 965, a Boeing 757-223, was on a scheduled passenger flight from Miami, Florida, U.S.A., to Cali, Colombia. Close to its final destination the pilots erroneously cleared the approach waypoints from their navigation computer. When the controller asked the pilots to check back in over Tulua, north of Cali, it was no longer programmed into the computer. They were lost and the aircraft crashed into a mountain. Of the 163 people on board, 4 passengers survived miraculously the accident.

AIR CRASH INVESTIGATIONS FATIGUE? The Crash of Federal Express Flight 1478 Lulu.com

On April 28, 1988, at 1346, a Boeing 737-200, N73711, operated by Aloha Airlines Inc., as flight 243, experienced an explosive decompression and structural failure at 24,000 feet, while en route from Hilo, to Honolulu, Hawaii. Approximately 18 feet from the cabin skin and structure aft of the cabin entrance door separated from the airplane during flight. One flight attendant was swept overboard and is presumed to have been fatally injured; 7 passengers and 1 flight attendant received serious injuries. The flight crew performed an emergency descent and landing at Kahului Airport on the

Island of Maui. The National Transportation Safety Board determines that the probable cause of this accident was the failure of the Aloha Airlines maintenance program to detect significant disbonding and fatigue damage which led to failure of a lap joint and the separation of the fuselage upper lobe.

AIR CRASH INVESTIGATIONS, FLYING COFFIN? The Near Crash of Olympic Airlines Flight OA202 Air World

On June 1, 1999, at 2350:44 central daylight time, American Airlines flight 1420, a McDonnell Douglas DC-9-82, crashed after it overran the end of runway 4R during landing at Little Rock National Airport in Little Rock, Arkansas. The flight originated from Dallas/Fort Worth International Airport, Texas. There were 145 persons on board. The airplane was destroyed by impact forces and a postcrash fire. The captain and 10 passengers were killed; 120 crewmembers and passengers received serious or minor injuries; and 24 passengers were not injured. The National Transportation Safety Board determines that the probable causes were the flight crew's failure to discontinue the approach when severe thunderstorms.

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On February 24, 1989, United Airlines flight 811, a Boeing 747-122, lost a cargo door as it was climbing between 22,000 and 23,000 feet after taking off from Honolulu, Hawaii, en route to Sydney, Australia with 355 persons aboard. As a result of the incident nine of the passengers were ejected from the airplane and lost at sea. The cargo door was recovered in two pieces from the ocean floor at a depth of 14,200 feet on September 26 and October 1, 1990. The probable cause of this accident was a faulty switch or wiring in the door control system. Contributing to the cause of the accident was a deficiency in the design of the cargo door locking mechanisms. Also contributing to the accident was a lack of timely corrective actions by Boeing and the FAA following a 1987 cargo door opening incident on a Pan Am B-747.

AIR CRASH INVESTIGATIONS DEATH IN THE POTOMAC The Crash of Air Florida Flight 90 Lulu.com

The Lockheed 1011 registered A6-BSM, operated by Star Jet and chartered by Olympic Airlines, arrived on 4 July 2005 at Terminal 1 at Paris Charles de Gaulle airport. Departure was delayed because the forward hold door could not be closed. A mechanic tried to close the door manually with a hammer and a chuck. Some passengers, worried about the apparent state of the cabin and the noise, asked to disembark, and this led to a mass movement. The airplane took finally off at 16h17. Shortly after departure the crew noticed problems with engine number 3. The captain requested the SEVERE DAMAGE procedure and returned to the airport. The French Bureau d'Enqu tes et d'Analyses pour la s curit de l'aviation civile (BEA) investigated the incident. BEA found out that the aircraft suffered from many problems, such as leaking fuel, malfunctioning safety features and lacking maintenance. The flight crew was not properly licensed, the captain was too old to fly in Europe. The Lockheed Tristar was a flying coffin.

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On December 29, 1972 an Eastern Air Lines' Lockheed L-1011, as Flight 401 on its way from John F. Kennedy International Airport, New York, to Miami International Airport, Miami, Florida, crashed at 2342 eastern standard time in the Everglades, approximately 18 miles west northwest of Miami International Airport. The aircraft was destroyed. There were 163 passengers and a crew of 13 aboard the aircraft, 99 people died in the crash. The flight was diverted because of problems with the nose landing gear The aircraft climbed to 2,000 feet while the crew attempted to correct the problem. Surviving passengers and crewmembers stated that the flight was routine and operated normally before impact with the ground. The National Transportation Safety Board determines that the probable cause of this accident, was preoccupation with a malfunction of the nose landing gear position indicating system distracted the crew's attention from the instruments and allowed the descent to go unnoticed.

Aircraft Accident Report Lulu Press, Inc

On 31 May 2009, the Airbus A330 flight AF 447 took off from Rio de Janeiro Gale o airport bound for Paris Charles de Gaulle. At around 2 h 02, the Captain left the cockpit for a short nap. At around 2 h 08, at flight level 350, the crew made a course change of 12 degrees to the left, to avoid bad weather. At 2h 10min 05, likely following the obstruction of the Pitot probes by ice crystals, the speed indications were incorrect and some automatic systems disconnected. The aeroplane's flight path was not controlled by the two copilots. They were rejoined 1 minute 30 later by the Captain, while the aeroplane was in a stall situation that lasted until the impact with the sea at 2 h 14 min 28 s, killing all 228 persons on board. It took almost two years to recover the wreck of the aircraft from a depth of 4.000 metres. The accident resulted from a succession of events, such as inconsistency between the measured airspeeds, inappropriate control inputs, and the crew's failure to diagnose the stall situation

AIR CRASH INVESTIGATIONS - KILLING 290 CIVILIANS - THE DOWNING OF IRAN AIR FLIGHT 655 BY THE USS VINCENNES

Lulu.com

On July 6, 1996, at 1424 central daylight time, a McDonnell Douglas MD-88, N927DA, operated by Delta Air Lines Inc., as flight 1288, experienced an engine failure during the initial part of its takeoff roll on runway 17 at Pensacola Regional Airport in Pensacola, Florida. Uncontained engine debris penetrated the left aft fuselage. Two passengers were killed and two others were seriously injured. The takeoff was rejected, and the airplane was stopped on the runway. The airplane with 137 passengers and 5 crew on board was destined for Hartsfield Atlanta International Airport in Atlanta, Georgia.

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