

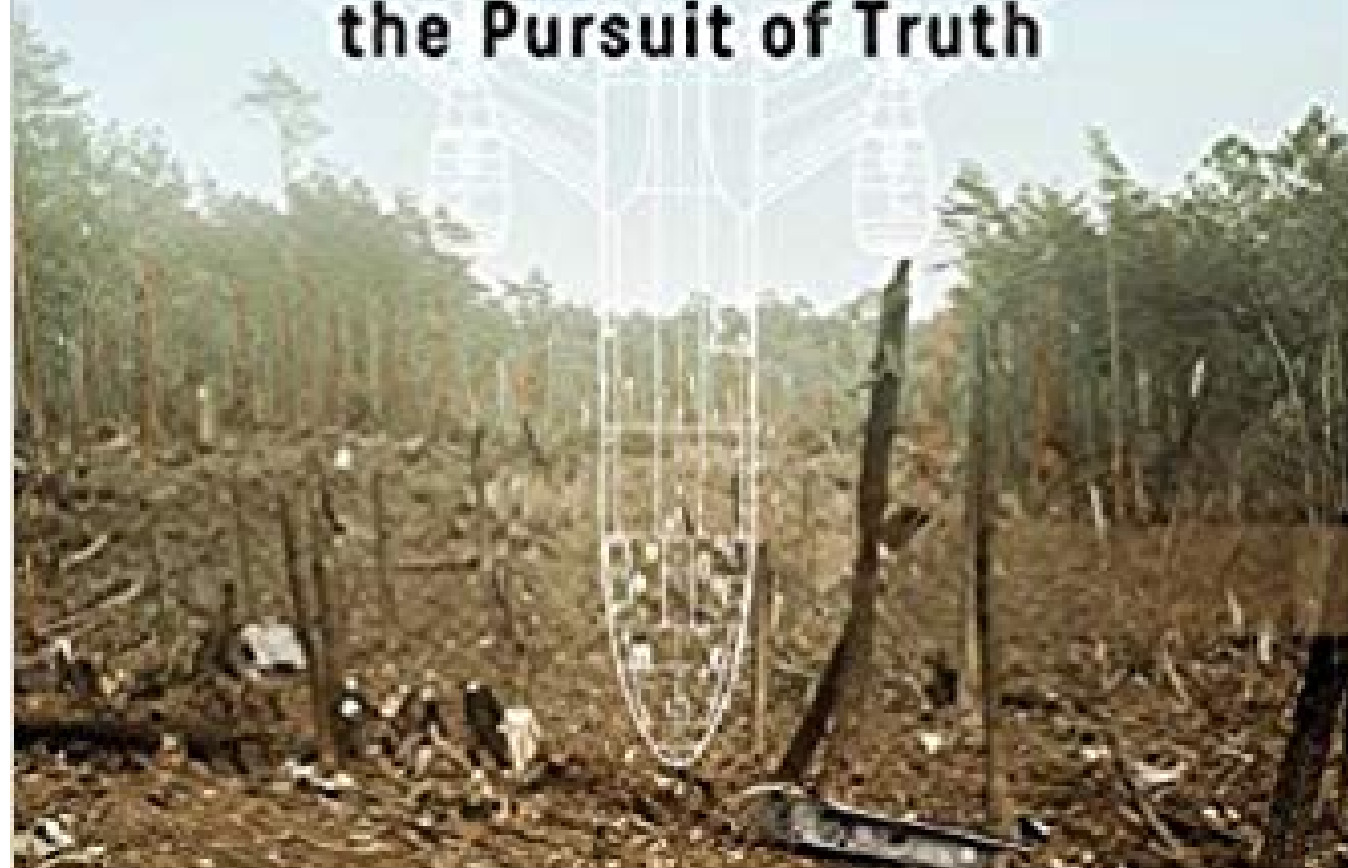
As seen on AIR DISASTERS

Smithsonian
CHANNEL

SAMME CHITTUM

THE FLIGHT 981 DISASTER

Tragedy, Treachery, and
the Pursuit of Truth



Samme Chittum

The Flight 981 Disaster: Tragedy, Treachery, and the Pursuit of Truth (Air Disasters)



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The explosion ripped a gaping hole in the bottom of the aircraft and jammed the hydraulic handles. On June 12, 1972, a powerful explosion rocked American Airlines Airline flight 96 a mere five minutes after its takeoff from Detroit. Miraculously, despite the harm and ensuing chaos, the pilots were able to land the plane properly. Less than two years later, on March 3, 1974, an abrupt, forceful blowout tore through Turk Hava Yollari (THY) Airline flight 981 from Paris to London. What caused the mystical explosions? it crashed in a forest in France, and none of the 346 people onboard survived. THY Airline flight 981 was not as lucky as Airline flight 96; Could they be prevented? How were they linked? The Flight 981 Disaster addresses these questions and many more, offering a fascinating insiders' account of two dramatic aviation disasters.



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(Kindle Edition) The books < The NTSB knew, the company knew, but still band-aids had been applied, baggage handlers were blamed and the planes kept flying. Good Read, Well crafted. Covering every last conceivable details, one might wonder if a new book could add anything brand-new. It describes in great detail the back-door dealings which inturn resulted in the . And it can so in style by a first class writer, unlike so may drably written protection books by airline pilots. Chittum has done an excellent job on that score. That part reads like a thriller. The most important of the immediate post-Windsor fixes, within Service Bulletin 52-37, was the re-establishing of the cargo door's lock pins. Until flight 981. But it wasn't his fault. Just one more fascinating tidbit that hadn't occurred to me: the uncanny synchronization of the Windsor and Paris events with the Watergate scandal. This alone could have increased the quantity of force had a need to close the vent door to 215 lbs, rendering it impossible to force shut, even minus the support plate. I couldn't find mention of this anywhere in the publication, though that could be my oversight. What she fails to mention is certainly that the hydraulic system had diversity specifically in order to avoid single point failures and afford aircraft control in case of reduction of two out from the three systems. My attention drifted briefly through the prolonged bios of McDonnell and Douglas. Going back to the 1800s, we have been informed that Douglas' dad was "a cashier at a Wall Street bank and a devoted sailor who exceeded along his like of sailboats and the sea to his son..." I wouldn't possess minded this sort of personal portait, except that it continued for too many web pages. . While I wouldn't take concern that MD was guilty of covering up information, obsessed with profit margins, if you ask me this was not really a "worst case" example of corporate greed, as some seem suggest. While MD were in denial, they were probably convinced the entranceway problem had been solved. Unlike state the case of the *GM* grab trucks, where cost-benefit outcomes in an "acceptable" number of deaths, no company in its right mind would deliberately risk a record-breaking air disaster with hundreds of death in one swoop. If MD could possess foreseen the Paris disaster they might have fixed the problem immediately. A Paris crash would be (and even was) a most unwelcome blow to the image of the DC-10. It really is easy in hindsight to say the engineers must have foreseen this particular failure mode, but then everything is much clearer in hindsight. Was higher management alert to it? Could MD possess foreseen the faulty paperwork? I really do have one issue with the book regarding its very short retelling of the UA 232 (Sioux City crash). Human character being what it really is, MD most likely felt the entranceway was safe by March of 1974. Finally, though sensitive stuff, it could be nice if future additions included the Douglas support team's spine chilling hand written observations of the early Turkish Airlines' [THY] DC-10 operation. For instance, "F/E's [Flight Engineers] do not recognize a malfunctioning airplane

Failure to recognize weight and balance errors as high as 40,000 pounds. One last thought. . . The F/E's stare at the N1 [thrust], but do nothing it doesn't matter how high low or staggered the N1 RPM may be. As someone who functions in aviation protection, it is quite disheartening with stories emerge that display our industry acting with techniques counter to security. . . " If any of 981's passengers had read these reviews before boarding flight 981, many would surely possess canceled. Indeed the Flight 981 story says almost as much about the Turkish Airlines of 1974 (which can by no means be when compared to hugely safer Turkish Airlines of today) since it does about MD. They are intertwined throughout, and IMO at least, his brand-new book, combined with the Wikipedia entry as well as the standard accounts of the accident, have a tendency to skimp or ignore entirely this most fascinating area of the narrative. All said, this reserve is a most welcome companion to the earlier two. Among the better surroundings investigation books I've read. Ms. Developing DC-10 cargo doorways can seem like "ancient background", but Turkish Airlines trip 981 is still the fourth-deadliest plane crash in aviation history, killing all 346 people onboard in French woods in 1973. The cargo door was blamed for the incident, which hadn't been shut correctly in Detroit by floor personnel. This is a significant engaging book, and comes at an extremely opportune time. The crew landed using differential engine thrust, a practice the Captain, recently qualified, had actually prepared for in a air travel simulator. The next accident, suffered by a Turkish Airlines THY DC-10 in 1974, flying Paris-London, led to 346 fatalities, and was the worst aviation disaster in history at that time. The exact same flaw caused the accident, a rear cargo door having closed, but not in fact locked, which failed and caused a depressurization and subsequent lack of all hydraulic capacity to boost flight handles. In the aftermath of the initial incident, an Airworthiness Directive (AD) was supposed to be enacted by the FAA in order to push operators of the new DC-10 to fix the issue, but rather a gentleman's contract by the CEO of McDonnell Douglas aircraft to the FAA superseded this formal design flaw fix. This book examines both accidents, their aftermath and the aircraft design, manufacturer and the corporate culture of both the aircraft maker and the aviation authorities. It details the incident investigation of the THY DC-10 specifically, and the realization that a fatal flaw hadn't been re-designed or repaired by the aircraft producer. If the cargo door closing issue had been fixed, most most likely the second fatal accident wouldn't have occurred. I highly recommend this publication/audiobook if interested in aviation history, aircraft accidents or bureaucratic mis-measures. Criminal acts used by Douglas Aircraft Co. and "The Last Nine Minutes" have already been the typical references for THY air travel 981. This book was well-written and engaging. . Exposing these tales and retelling them for brand-new generations to understand from is important

and Ms. Specifically engaging was the previously untold tale of journalists Paul Eddy and Elaine Potter (Destination Disaster authors) and their surreptitious detective function where they risked arrest in copying thousands of private documents, without which we would not have had these books, nor the entire tale. And could they have ever guessed that a mechanic at Turkish Airlines would perform the unthinkable, turn the lock pins the wrong way, and extinguish the door's cockpit caution light? Two Accidents, One Fatal Flaw Uncovered This new book examines two accidents involving the new (in 1972-4) McDonnell Douglas DC-10. Chittum uses a very broad brush to indict the hydraulic program style of the DC-10. As another example, the evidence is not definitely not beyond reasonable doubt that Turkish Airlines practiced unauthorized maintenance, including disarming or extinguishing the cargo door caution mechanisms, adding unauthorized metallic fillers (shims), and most critically, re-setting the locking pins in the contrary direction to that suggested by the Program Bulletin, making the door even easier to close, so that once the baggage handler at Paris pulled down on the vent door, he felt almost no resistance. However what separates this tale, and this publication, from most aviation crashes is the real story of the compromised style, testing, and then the high-level cover-up. The diversity of the hydraulic program was similar to other manufacturers at that time. The FAA moved quickly to reexamine and upgrade requirements for unconstrained rotor burst to account for what, up that time, had not been considered possible trajectories from this kind of engine failure and also insist on damage detection means (e.g., shutoff valves to isolate portions of the hydraulic systems). Theoretically, by 1974 every plane should have experienced a support plate and the readjusted lock pin establishing, and therefore a 400 lb safety barrier should have stood between your door and its own handler. The increased loss of UA 232 was not due to the same type of negligence and poor style that brought down flight 981. A major Douglas DC-10 accident after takeoff from Paris, France This was the aircraft accident that never must have occurred. Critical activities that should have taken place were by no means taken and many lives were lost. It is a detailed account of two incidents from the first 1970's that is extremely interesting and riveting. It was a known faulty design. There was a precursor incident, American Airlines flight 96 that also lost a cargo door because of the same cause. However this account, the 1st in a new series of books on airline disasters, doesn't just rehash what we know, but provides many unpredicted new details... Very useful. It describes in great fine detail the back-door dealings which unfortunately led to the premature demise of innocent passengers. It describes in great details the total insufficient oversight by the FAA. My fervent wish is definitely this type of oversight failure under no circumstances occur in order to put lives in peril. Five Stars Excellent reading. An extremely well authored book, in the same vein as the issues raised on the Smithsonian Channel.

Important accident, now again relevant. When it blew out, the rear floor collapsed, producing a total hydraulic failure, rendering the aircraft unflyable by airline flight controls. The initial, an American DC-10 flying between Detroit and Buffalo in 1972, finished with a successful and secure landing back Detroit after a back cargo door failed following the aircraft pressurized around 11,000 feet as the aircraft was climbing. Needs Photos Needs a gray scale photo section. You can find stories here of travellers and pilots, existence and death. The truth that shrapnel from the catastrophic engine failure resulted in harm to all three systems was an effect of not really understanding the level of trajectories easy for this type of failure. In the beginning a non-English-speaking ramper was blamed for not really securing the door correctly. In judging McDonnell Douglas specifically, it pays to understand more just what was done rather than completed, and by whom. and overlooked by the FAA led to an accident that never should have happened. Destination Disaster>I do have a few criticisms, the most crucial being the relatively truncated and incomplete account of the contributing elements to the crash. I experienced no idea the disgusting truth included a late-night phone call "gentleman's agreement" between the boss of McDonnell Douglas and the FAA, hidden from the NTSB and the general public.



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