

Log 1069

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: May 27, 1979

Forwarded to:

Honorable Langhorne M. Bond
Administrator
Federal Aviation Administration
Washington, D.C. 20590

SAFETY RECOMMENDATION(S)

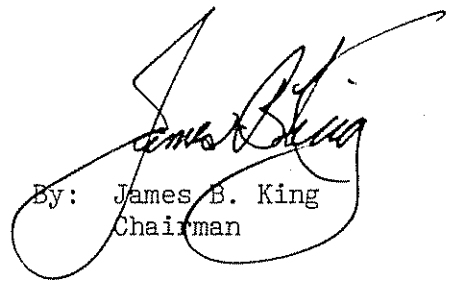
A-79-41

The National Transportation Safety Board investigation of the American Airlines DC-10 accident at Chicago's O'Hare International Airport on May 25, 1979, has disclosed that the No. 1 engine and pylon separated from the aircraft during the takeoff roll. Although the exact trajectory of the engine after separation has not been determined, the evidence indicates that the engine and pylon rotated up and over the wing.

The investigation revealed the presence of a fatigue fracture of the No. 1 pylon forward thrust link attach bolt, part number RA23001-8. The Board's investigation is still continuing, however, in view of the fatigue fracture of the thrust link attach bolt, the National Transportation Safety Board recommends to that the Administrator, Federal Aviation Administration:

Issue immediately an emergency Airworthiness Directive to inspect all pylon attach points on all DC-10 aircraft by approved inspection methods. (Class I, Urgent Action) (A-79-41.)

KING, Chairman, DRIVER, Vice Chairman, McADAMS and HOGUE, Members, concurred in the above recommendation.


By: James B. King
Chairman