

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

FOR RELEASE: 6:30 P.M., E.D.S.T., JULY 20, 1975

ISSUED: July 20, 1975

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Forwarded to:

Honorable James E. Dow  
Acting Administrator  
Federal Aviation Administration  
Washington, D. C.

SAFETY RECOMMENDATION(S)

A-75-57  
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The National Transportation Safety Board investigated the accident involving Federal Aviation Administration Douglas DC-3, N-6, at DuBois, Pennsylvania, March 27, 1975. The investigation showed that the Regional Director and the pilot in command allowed the aircraft to be operated by a pilot (Regional Director) who did not meet the FAA requirements to operate a large aircraft carrying passengers. The pilot in command did not occupy a seat during the takeoff. The pilots who were in the pilots' seats did not use the installed shoulder harnesses and several passengers did not fasten their seatbelts. The details of these variances with FAA policies, rules, and requirements specified in FAA Handbook 4040.g, "General Manual for Operations of FAA Aircraft," were brought to the attention of FAA personnel who assisted the Safety Board in its investigation.

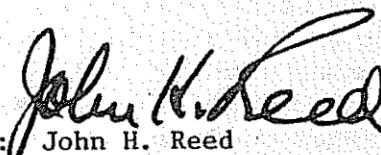
This accident illustrates to a high degree a lack of professional conduct on the part of an FAA senior official and the flightcrew in that there was a flagrant disregard for the prescribed procedures and safe operating practices. The Board has for some time been concerned with instances of nonprofessional conduct by air carrier crews. In fact, on October 8, 1974, the Board issued a recommendation (A-74-85 & 86) to the FAA with respect to this matter. It is, therefore, a matter of some note to the Board that an accident occurred involving personnel of the FAA which was caused by nonprofessional conduct. The FAA sets the standards for all airmen and for this reason its personnel, above all, should follow meticulously the prescribed procedures and safe operating practices.

We are aware of the General Notice (GENOT) the FAA issued on May 4, 1975, stipulating the action to be taken by each Region/Center Director to assure that Agency aircraft are operated in accordance with the Handbook 4040.g and that crewmember qualification and requirements are met. However, we believe that the professional conduct of FAA pilots needs additional emphasis.

Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Bring to the attention of all FAA senior line officials and pilots the circumstances surrounding this accident in order to emphasize the fact that their official responsibilities in aviation demand the highest degree of professionalism and total compliance with applicable standards, procedures, and operating practices. (Class II)

REED, Chairman, McADAMS, THAYER, BURGESS, and HALEY, Members, concurred in the above recommendation.

  
By: John H. Reed  
Chairman

THIS RECOMMENDATION WILL BE RELEASED TO THE PUBLIC ON THE ISSUE DATE SHOWN ABOVE. NO PUBLIC DISSEMINATION OF THE CONTENTS OF THIS DOCUMENT SHOULD BE MADE PRIOR TO THAT DATE.