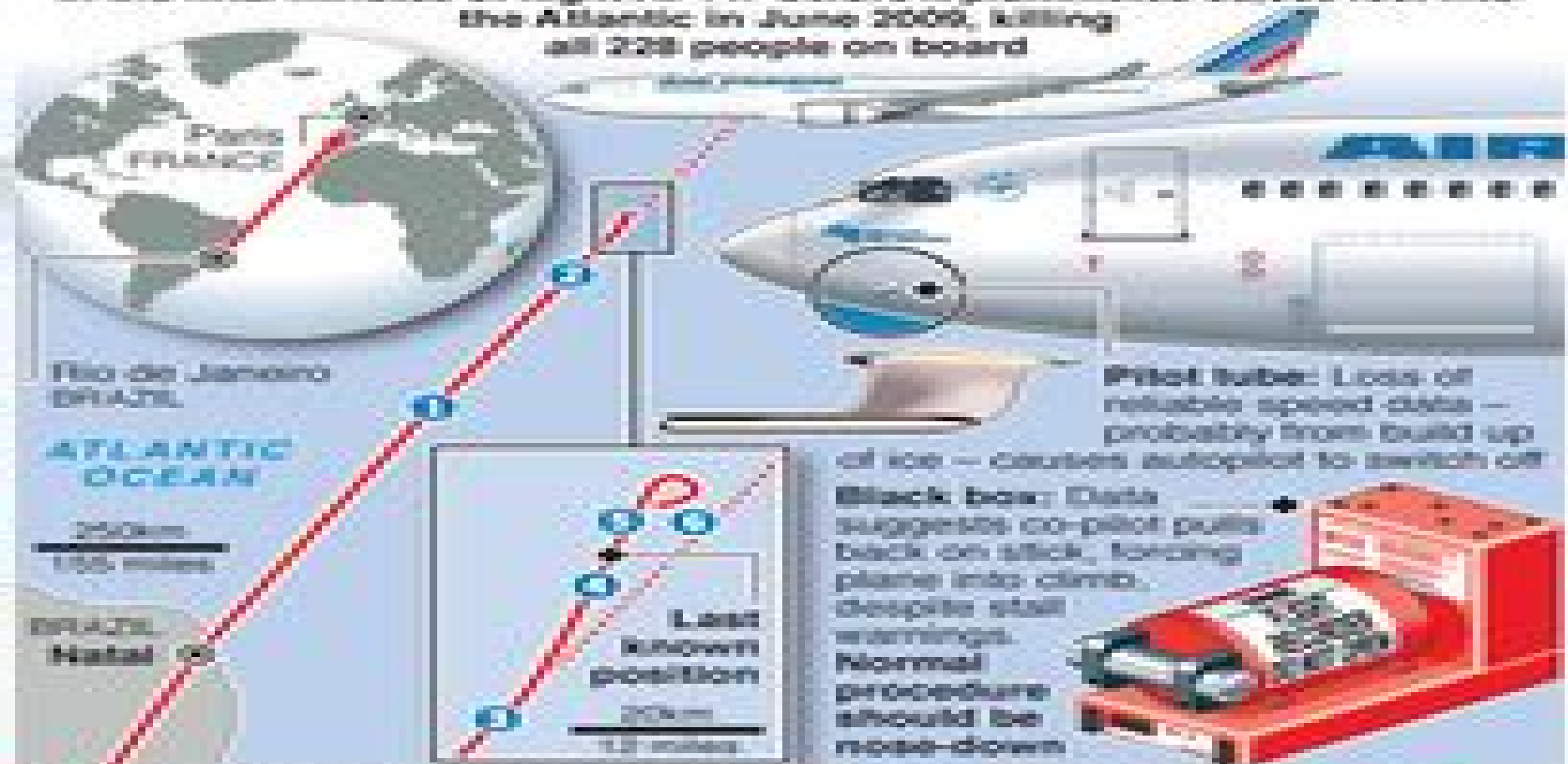


Air France 447 – “pilots ignored warnings”

French investigators report that pilots failed to discuss “stall” alarms in the final minutes of flight AF447 before it plummeted 38,000 feet into the Atlantic in June 2009, killing all 228 people on board



01:35GMT: Crew informs controller of location

01:59-02:05: Pilot flying (PF) warns of turbulence ahead. Captain leaves cockpit for routine rest

02:08: Turbulence increases slightly. PF turns about 12 degrees to left of route. Reduces speed from around 1,000km/h

02:10: Black box shows speed falling sharply to 111km/h. Auto-pilot and auto-thrust disengage – stall warning sounds twice

02:11-02:13: Captain re-enters cockpit. Instruments indicate rise in speed to 368km/h, but stall warning sounds again

02:14: Recordings stop

Air France 447 Report

**CCPS (Center for Chemical Process
Safety)**



Air France 447 Report:

Understanding Air France 447 Bill Palmer, 2013-07-25 The most comprehensive coverage to date of Air France 447 an Airbus A330 that crashed in the ocean north of Brazil on June 1 2009 killing all 228 persons on board Written by A330 Captain Bill Palmer this book opens to understanding the actions of the crew how they failed to understand and control the problem and how the airplane works and the part it played All in easy to understand terms Addressed are the many contributing aspects of weather human factors and airplane system operation and design that the crew could not recover from How each contributed is covered in detail along with what has been done and needs to be done in the future to prevent this from happening again Also see the book s companion website UnderstandingAF447.com **AIR CRASH INVESTIGATIONS, LOST OVER THE ATLANTIC The Crash of Air France Flight 447 THE FINAL REPORT** George Cramoisi, editor, 2012-09-01 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 **The Rio/Paris Crash** Roger Rapoport, 2011-12-10 The investigation behind the investigation The story of the real causes of the crash of Flight 447 *Guidelines for Managing Abnormal Situations* CCPS (Center for Chemical Process Safety), 2022-12-28 The book discusses why management of abnormal situations is important to process safety The book provides guidance on practical steps to avoid or mitigate an accident or incident before it escalates into a more dangerous and costly issues which can include downtime lost production equipment damage injuries and external environmental damage Through the use of case studies the book illustrates the impact these deviant occurrences can have on operating facilities Management principles that can be established before an issue occurs are presented while case studies are used to illustrate the impact that an abnormal situation can have on an operating facility The impact of plant design are detailed with separate focus points on new plant design and retrofits to existing plants A section on writing plant procedures and plant policies so that they incorporate the principles of managing abnormal situations is also included Training content is provided on how to manage deviant situations with guidance on presenting the information to specific target populations such as front line operators operations managers plant engineers and process safety engineers Readers are also shown tools that are currently available for recognizing and responding to abnormal situations and actions that process safety engineers

can use during Hazard Identification and Risk Analysis HIRA AIR CRASH INVESTIGATIONS FATIGUE? The Crash of Federal Express Flight 1478 Hank Williamson, Editor, 2012-10-01 On July 26 2002 about 0537 eastern daylight time Federal Express flight 1478 a Boeing 727 232F on its way from Memphis International Airport to Tallahassee Regional airport struck trees on short final approach and crashed short of runway 9 at the Tallahassee Regional Airport Florida The flight was operating as a scheduled cargo flight from Memphis to Tallahassee The captain first officer and flight engineer were seriously injured and the airplane was destroyed by impact and resulting fire Night visual meteorological conditions prevailed for the flight which operated on an instrument flight rules flight plan The National Transportation Safety Board determines that the probable cause of the accident was the crew's failure to establish and maintain a proper glidepath during the night visual approach to landing Contributing to the accident was a combination of the captain's and first officer's fatigue the crew's failure to monitor the approach and the first officer's color vision deficiency AIR CRASH INVESTIGATIONS DEATH IN THE POTOMAC The Crash of Air Florida Flight 90 George Cramoisi, Editor, 2012-11-20 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 EYE OF THE NEEDLE The Crash of British Airways Flight 38** Hans Griffioen, editor, 2012-11-01 On 28 November 2008 a Boeing 777 200ER operated by British Airways as flight BA38 on its way from Beijing China to London Heathrow suffered on approach to Heathrow Airport an in flight engine rollback At 720 feet agl the right engine ceased responding to autothrottle commands for increased power and instead the power reduced to 1 03 Engine Pressure Ratio EPR Seven seconds later the left engine power reduced to 1 02 EPR This reduction led to a loss of airspeed and the aircraft touching down some 330 m short of the paved surface of Runway 27L at London Heathrow The investigation identified that the reduction in thrust was due to restricted fuel flow to both engines It was determined that the restriction occurred most probably in the Fuel Oil Heat Exchangers The investigation identified the forming of ice in the fuel system as probable cause The aircraft was destroyed but there were no casualties AIR CRASH INVESTIGATIONS GHOSTS? The Crash of Eastern Air Lines Flight 401 Pete Collins, Editor, 2012-11-01 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

Forensic Investigation of Explosions, Second Edition Alexander Beveridge, 2011-11-02 Now in its second edition Forensic Investigation of Explosions draws on the editor s 30 years of explosives casework experience including his work on task forces set up to investigate major explosives incidents Dr Alexander Beveridge provides a broad multidisciplinary approach assembling the contributions of internationally recognized experts who present the definitive reference work on the subject Topics discussed include The physics and chemistry of explosives and explosions The detection of hidden explosives The effect of explosions on structures and persons Aircraft sabotage investigations Explosion scene investigations Casework management The role of forensic scientists Analysis of explosives and their residues Forensic pathology as it relates to explosives Presentation of expert testimony With nearly 40 percent more material this new edition contains revised chapters and several new topics including A profile of casework management in the UK Forensic Explosives Laboratory one of the world s top labs with a discussion of their management system training procedures and practical approaches to problem solving Properties and analysis of improvised explosives An examination of the Bali bombings and the use of mobile analytical techniques and mobile laboratories The collection analysis and presentation of evidence in vehicle borne improvised explosive device cases as evidenced in attacks on US overseas targets This volume offers valuable information to all members of prevention and post blast teams Each chapter was written by an expert or experts in a specific field and provides well referenced information underlying best practices that can be used in the field laboratory conference room classroom or courtroom

Stratospheric Flight Andras S6bester, 2011-06-28 In this book Dr Andras Sobester reviews the science behind high altitude flight He takes the reader on a journey that begins with the complex physiological questions involved in taking humans into the death zone How does the body react to falling ambient pressure Why is hypoxia oxygen deficiency associated with low air pressure so dangerous and why is it so difficult to design out of aircraft why does it still cause fatalities in the 21st century What cabin pressures are air passengers and military pilots exposed to and why is the choice of an appropriate range of values such a difficult problem How do high altitude life support systems work and what happens if they fail What happens if cabin pressure is lost suddenly or even worse slowly and unnoticed The second part of the book tackles the aeronautical problems of flying in the upper atmosphere What loads does stratospheric flight place on pressurized cabins at high altitude and why are these difficult to predict What

determines the maximum altitude an aircraft can climb to What is the coffin corner and how can it be avoided The history of aviation has seen a handful of airplanes reach altitudes in excess of 70 000 feet what are the extreme engineering challenges of climbing into the upper stratosphere Flying high makes very high speeds possible what are the practical limits The key advantage of stratospheric flight is that the aircraft will be above the weather but is this always the case Part three of the book investigates the extreme atmospheric conditions that may be encountered in the upper atmosphere How high can a storm cell reach and what is it like to fly into one How frequent is high altitude clear air turbulence what causes it and what are its effects on aircraft The stratosphere can be extremely cold how cold does it have to be before flight becomes unsafe What happens when an aircraft encounters volcanic ash at high altitude Very high winds can be encountered at the lower boundary of the stratosphere what effect do they have on aviation Finally part four looks at the extreme limits of stratospheric flight How high will a winged aircraft will ever be able to fly What are the ultimate altitude limits of ballooning What is the greatest altitude that you could still bail out from And finally what are the challenges of exploring the stratospheres of other planets and moons The author discusses these and many other questions the known knowns the known unknowns and the potential unknown unknowns of stratospheric flight through a series of notable moments of the recent history of mankind s forays into the upper atmospheres each of these incidents accidents or great triumphs illustrating a key aspect of what makes stratospheric flight aviation at the limit

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