ALPA’s roots are with flying cargo.
MAIL SERVICE
From Chicago
10 PM  DATE 12/20/30

Mr. A. P. Worthington,
Kingsley Drive,
Los Angeles, California.
DAMAGED IN MAIL PLANE
ACCIDENT AT HURON, OHIO
DEC. 20, 1928 6 P.M.

Mr. and Mrs. Sydney W. Anglemann
124 Emerson Avenue
Salt Lake City, Utah
MAIL DELAYED by accident at Mendota, Minnesota, in which Pilot Elmer Lee Partridge was killed.

Louis L. Launius

172 W. Washington St.,
Chicago, Ill.
Over half of ALPA’s founding fathers later died in plane crashes.
NTSB’s roots are with investigating cargo plane crashes.
National Airlines Boeing 747-400 BCF
Bagram, Afghanistan
April 29, 2013
Five MRAPs (Special Cargo Load)

- Two 12-ton MAT-Vs
- Three 18-ton Cougars
### Strap Calculations

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<th>Cougar</th>
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<td>Boeing</td>
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*Boeing: Due to TRC requirements, one M-ATV (and no Cougars) could be transported
Probable Cause

• “National Airlines’ inadequate procedures for restraining special cargo loads,
• which resulted in the loadmaster’s improper restraint of the cargo,
• which moved aft and damaged hydraulic systems Number 1 & 2 and horizontal stabilizer drive mechanisms, rendering the airplane uncontrollable.”
Contributing to the accident:

• “FAA’s inadequate oversight of National Airlines’ handling of special cargo loads.”
Recommendations to FAA:

• Create a certification for loadmasters
  - Procedures
  - Training
  - Duty-hour limitations
  - Rest requirements

• Strengthened FAA oversight when dealing with special cargo loads
NTSB Finding

“Flight crews on cargo-only aircraft remain at risk from in-flight fires involving both primary and secondary lithium batteries.”
Recommendations

• Improved flight crew procedures for responding to in-flight fires.
• Require fire-suppression systems in the cargo compartments of all cargo airplanes operating under Part 121.
• Improved ARFF response for cargo aircraft.
UPS Flight 1354

- August 14, 2013
- Birmingham, AL
- 4:47 a.m.
- 2 fatalities
Contributing to the accident

• Fatigue
20 Recommendations

- FAA (15)
- Independent Pilots Assn. (2)
- UPS (2)
- Airbus (1)
To UPS and IPA

• Work together on fatigue reporting to ensure the system is effective and nonpunitive.
“The NTSB disagrees with this [cargo carrier] exclusion, as many of the fatigue-related accidents that we have investigated over the years involved cargo operators.

We also believe that, because of the time of day that cargo operations typically occur, such operations are in greater need of these requirements....[W]e are very concerned about the cargo exclusion...”

NTSB letter to FAA Administrator Huerta, July 29, 2013
Part 117 – UPS 1354

• “The schedule the flight crew was flying would have been in compliance with 14 Code of Federal Regulations Part 117 requirements had those requirements been in effect and applied to all-cargo operators.”
In Summary

• NTSB remains keenly interested in cargo airline safety.
• One Level of Safety.