

AMERICAN AIRLINES, INC.

New York, N. Y.

December 8, 1949

To: The Directors

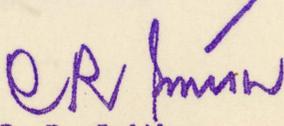
Accident at Dallas, November 28, 1949

Flight 157 scheduled Washington-Dallas with DC6 aircraft NC 90728 flew routine from New York to Memphis. At 4:29 A.M., CST, Captain Claude informed Fort Worth by radio that No. 1 engine was rough and was being feathered. The location then was near Altheimer, about 85 miles east of Dallas.

The flight reported in range Dallas at 5:36 A.M. CST and was cleared to land on Runway 36. The surface wind was negligible; the weather was clear and unlimited. After crossing the boundary of airport in normal approach to Runway 36 the airplane changed direction to the left and banked, began to climb and indicated intention of "going around" for another approach. The airplane did not clear the buildings located at northwest side of airport, struck them with left wing and crashed. Time was 5:45 A.M. CST. Fire immediately followed the crash. There had been no evidence of fire before. 15 passengers and 3 crew members survived; 26 passengers and 2 crew members were killed.

Under the operating conditions applying and with normal equipment functioning there should have been no difficulty whatsoever in clearing the airport buildings with the 3 engines operating. This maneuver is routine training procedure and under the conditions the weight of airplane was relatively light. No. 4 engine was found with propeller feathered when taken from the wreckage, indicating it had been stopped from rotating in flight. No. 1 had been feathered, as previously stated, at the time of rough running, long before the attempted landing. All 4 engines were taken to Tulsa for inspection and possible runup. Three were so badly damaged that they could not be run. No. 4 engine, the one particularly in question, because of feathered propeller, was run up and found normal in all ascertainable respects. Reports had indicated that this engine had failed just prior to crash and that the feathering of its propeller was one of the associated incidents. Since it was found to operate normally however one of the principal problems is to determine whether the engine ceased functioning in flight and if so why.

The airplane was completely destroyed. There will be some salvage but it will be negligible in total value. Book value of the airplane is something less than \$500,000. It may be possible to recover as much as \$100,000. from insurance; that cannot be determined now. Balance of loss, when determined, will be written off in November accounts.


C. R. Smith