

CIVIL AERONAUTICS BOARD
Washington

Mr. Brian Durnin
First Secretary
Embassy of Ireland
Washington, D. C.

Dear Mr. Durnin:

We appreciate your courtesy in permitting us to comment on your proposed report covering the accident to a Pan American World Airways DC-6B at Shannon, Ireland, February 15, 1954.

The Board has no objection to the distribution outlined in your letter. However, we do have a few comments to offer on the report for such consideration as you may care to give them.

In Opinion No. 5 it is stated that First Officer Merryman, who was at the controls during the landing, had had little experience on DC-6B's and no captain experienced on that type aircraft. It is our understanding, however, that he was a fully qualified captain of DC-6B type aircraft, was properly rated for the aircraft involved, and had completed all necessary transition training required by the Civil Air Regulations. He was serving as copilot on this flight for route familiarization only, in accordance with the company's procedures which call for familiarization flights to be made over routes before a pilot becomes a captain in command.

Mr. Brian Durnin (2)

In view of the fact that First Officer Merryman was fully qualified and certificated to serve as captain in command of a DC-6B, it appears to us that contributory factor (b) in the probable cause is somewhat misleading, in that there seems to have been no "rapid transition" from one type of aircraft to another. Further, we feel that it was the responsibility of the captain in command of this flight, who was in charge of the aircraft at all times, to carefully monitor the approach and take such corrective action as he deemed necessary in sufficient time to prevent the accident.

Sincerely yours,

Chairman