

CIVIL AERONAUTICS BOARD

AMENDED ACCIDENT INVESTIGATION REPORT

Adopted: May 27, 1952

Released: May 28, 1952

AMERICAN AIRLINES, INC., ELIZABETH, NEW JERSEY, JANUARY 22, 1952

The Civil Aeronautics Board's accident report of the above accident, released by the Board on April 28, 1952, is hereby amended by rescinding Paragraph 2, Page 20 of the Board's mimeographed copy and Paragraph 1, Page 9, of its printed copy, and substituting for this paragraph the following

It appears that the company dispatcher should have designated additional alternates prior to the flight's departure from Syracuse, since the company forecast predicted Albany and Windsor Locks would go below alternate minimums after 1500,¹⁰ despite a later forecast by the company, which was not transmitted to the flight, and which indicated above alternate minimums at Albany to

¹⁰ See Civil Air Regulations Sections 61.203 and 61.204.

1600 Although the latest company forecast for Albany and Windsor Locks, available to the flight upon departure from Syracuse, indicated below alternate minimums, there was sufficient fuel to proceed to other suitable alternates or return to Syracuse, had Newark weather conditions required the flight to do so. Upon arrival at Newark, the aircraft's fuel tanks should have contained about 600 of the 900 gallons of fuel on board upon departing Syracuse.

BY THE CIVIL AERONAUTICS BOARD

/s/ DONALD W NYROP
/s/ OSWALD RYAN
/s/ JOSH LEE
/s/ JOSEPH P ADAMS
/s/ CHAN GURNEY