

ANNEX D

MIDAIR COLLISIONS

AIR CARRIER-GENERAL AVIATION MIDAIR COLLISIONS, 1955-67

Date	Location	Fatalities	
		Air carrier	General aviation
January 1955.....	Covington, Ky.....	13	2
July 1955.....	Kansas City, Mo.....	0	2
August 1955.....	Hobbs, N. Mex.....	0	0
June 1956.....	Bartlesville, Okla.....	0	0
April 1960.....	Hickory, N.C.....	0	4
October 1960.....	Orlando, Fla.....	0	1
Do.....	McClellan AFB, Calif.....	0	2
November 1960.....	Denver, Colo.....	0	0
June 1966.....	Columbia City, Ind.....	2	1
March 1967.....	Urbana, Ohio.....	25	1
July 1967.....	Hendersonville, N.C.....	79	3

AIR CARRIER-AIR CARRIER MIDAIR COLLISIONS, 1955-67

Date	Location	Fatalities
June 1956.....	Grand Canyon, Ariz.....	128
December 1960.....	New York, N.Y.....	128
December 1965.....	Westchester, N.Y.....	4

¹ And 6 on ground.

The above tabulation does not include the accident off Jones Beach, New York, wherein an Eastern Air Lines DC-7 dived into the ocean with 84 persons aboard as the result of an evasive maneuver to avoid a Pan American 707. This actually was not a collision, but the loss of life resulting from the attempt to avoid a collision is just as real as if Eastern had been struck down in a collision.

It is interesting to note that in more than one-half of the cases cited above, at least one of the aircraft, and usually both of them, were under air traffic control at the time of the accident.

ANNEX E

EXCERPTS FROM THE FEDERAL AVIATION REGULATIONS

23.773 Pilot Compartment View

(a) Each pilot compartment must be free from glare and reflections that could interfere with the pilot's vision, and designed so that—

(1) The pilot's view is sufficient extensive, clear, and undistorted, for safe operation; and

(2) Each pilot is protected from the elements so that moderate rain conditions do not unduly impair his view of the flight path in normal flight and while landing.

(b) If certification for night operation is requested, compliance with paragraph (a) of this section must be shown in night flight tests.

25.773 Pilot Compartment View

(a) *Nonprecipitation conditions.*—For nonprecipitation conditions, the following apply:

(1) Each pilot compartment must be arranged to give the pilots a sufficiently extensive, clear, and undistorted view, to enable them to safely perform any maneuvers within the operating limitations of the airplane, including taxiing, takeoff, approach, and landing.

(2) Each pilot compartment must be free of glare and reflection that could interfere with the normal duties of the minimum flight crew (established under 25.1523). This must be shown in day and night flight tests under nonprecipitation conditions.