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After surviving

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its worst crisis
yet, the
aviation
industry is
certain to see
drastic changes.
But what will
they be?

Recovery is
inevitable, but
we should not
take it for
granted

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Two days later, on February 22nd, a Boeing 747-400 cargo plane operated by Longtail Aviation suffered an engine failure over the Netherlands, dropping parts that reportedly injured two

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people on ...

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Bad Week For
Boeing: Reports
Of Third Engine
Failure Causes
Emergency
Landing In
Moscow

If you've flown
long-haul on Air
New Zealand in
the decade
following 1998,

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then chances are
you are one of
the two million
people who have
flown on the ZK-
NBV, a Boeing
747-400, and the
last to ...

Campaign
launched to save
last Air NZ
Boeing 747 from
being turned

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into scrap metal
Minutes after
its take off
from New York's
Kennedy
International
Airport, a
Boeing 747
headed for Paris
exploded ...
recommendations
including
regular
maintenance

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Maintenance and
design standards
Doent
...

What Happened to
TWA Flight 800?
About a block
from the Miami-
area beachfront
condominium
tower that
collapsed sits
its sister
building,

Page 10/50

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erected a year later by the same company, using the same materials and a similar design.

Fears aside, no mass exodus from collapsed building's twin

ED REYNOLDS: It would be like taking a 747

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with all of its
engines ...
company that
continues to do
work in the
industry. That
doesn't surprise
those who study
subcontracting.

Cell Tower

Deaths

In many ways,
San Francisco

Page 12/50

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Maintenance
Doesn't
feels like my

life unlived.

It's a city

where I resided

for two summers

before

relocating

elsewhere.

Ultimately, I

chose the

frenzied energy

and nonstop

pulse of New

York ...

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Unpretentious
luxury in the
heart of San
Francisco: Why I
loved the St.
Regis despite
limited
amenities
Campaign
launched to save
last Air NZ
Boeing 747 from
being turned

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into scrap metal

Below zero: NZ

set for sharp

cool-down as

temperatures

drop below

freezing

overnight Rocket

Lab not 'evil',

but ...

'It could get

worse': State of

local emergency

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Doent
Canterbury,

dozens of school
closures

announced

The crash of TWA
Flight 800

raised questions
about how we
respond to

conspiracies,

how we monitor

aging planes and

how we treat

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victims'

families.

Even after 25
years, the scars
of TWA Flight
800 are still
painful | Mike
Kelly

Editorial Note:
Forbes Advisor
may earn a
commission on
sales made from

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Maintenance links on
this page, but
that doesn't
affect our
editors ...
after a
maintenance
check the plane
was cleared for
...

Boeing 737 MAX:
What Is Safety,
Anyway?

Page 18/50

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Maintenance
Doesn't

Popovich once flew everything from DC-8s to a Braniff Airways 747. Looking at this intense ... Just because the airplane is physically big, that doesn't mean the company that's leasing it is big-or ...

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Grab the
Airplane and Go
That led to the
380, the 747-8,
so big was sort
of the way to go
... start
service to
London from both
New York and
Boston using the
A321. And Boeing
doesn't really
have a product

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Maintenance can compete

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Air Lease
Corporation,
Executive
Chairman, Steven
Udvar-Hazy
provides an
update on the
industry
He doesn't have
traffic counts
to prove it ...

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closing East

Brush Creek road

for much of

August and into

September "to

conduct

important road

maintenance."

About 3.5 miles

of East Brush

Creek Road ...

Forest Service

culvert project

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will close East
Brush Creek Road
Aug. 5 through
Sept. 7

"It doesn't make
any sense that
their emissions
can ... things
that are just a
maintenance and
routine
maintenance and
inspection type
of fix to that,

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not something
that calls for a
wholesale ...

Flares emitting
more pollution
than refineries
But casual
conversation is
supposed to be
playful, and he
doesn't do
playfulness well
... and

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Maintenance
Doesn't
sometimes facilitates the maintenance of more long-standing traditions." Ultimately, these ...

Mark Zuckerberg
and Facebook's
Plan to Wire the
World

Jessica Lenihan

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doesn't play a
lot of golf ...
She was one of
29 women on the
65-person
maintenance team
at the U.S.
Women's Open at
The Olympic Club
in San Francisco
earlier this
month.

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The book, as
originally
conceived, was
to be limited to
technical
considerations,

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but the maintenance
scientific
course of event
has been so
interwoven with
non-scientific,
but nevertheless
related events,
the authors felt
necessary to
include an
account of this
situation.

Accordingly, the

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book is divided
into five
sections

entitled:

Stratospheric
ozone

Atmospheric
processes

influencing
stratospheric

ozone Does man
influence

stratospheric
ozone Effects

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and research

Public policy

The Boeing 747
has been around
for over 30
years but still
seems every bit
as big as the
day it first

Page 30/50

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took to the
skies. It
represents a
quantum jump in
the development
of civil
aircraft, one
that
revolutionised
the way we fly
today and the
way we accept
better prices,
service and

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Maintenance
Doesn't

safety than
could have been
dreamed of in
the early years
of jet
aircraft. The
fact that the
Boeing 747 was
developed at all
is a remarkable
testament to the
courage and self-
belief of a
small group of

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747

brilliant

engineers, all

of whom were

willing to risk

their hard-won

reputations by

building an

aircraft that

was so totally

different to

anything

previously

offered to the

airlines. Its

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acceptance for
production go-
ahead was also a
notable example
of corporate
courage --
because many
problems lay
ahead and there
was an enormous
amount at stake:
had the aircraft
not sold in very
considerable

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Maintenance
Doesn't
numbers, the continuation of Boeing itself might have been at risk. Although the theoretical operating profits from a 747-sized airliner were highly seductive, they were only theoretical.

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Before any profits could be made at all, a huge investment package had to be put together to fund not only the most expensive airframes of all time, but also the wide-ranging changes to basic infrastructure

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that would be needed make their operations possible. No airline in the world, for example, had passenger steps that were capable of reaching the doors of a 747; or baggage-handling

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Maintenance
Doesn't

equipment that could operate on such a heroic scale; the maintenance engineers did not have a single hangar bay that could house the aircraft, or the staging needed to reach the outer limits of

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Maintenance;
Doesn't
its structure;
the capacity of
toilet-servicing
units all
over the world
would have to be
at least
doubled. The
arrival of the
747 on prestige
routes was going
to massively
increase the
scale of

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747

everything
virtually
overnight and
global changes
of this
magnitude do not
come
cheaply. Most of
the major
airports of the
world would also
need a
significant
amount of

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investment to
accommodate even
a small number
of 747s.

Existing
hardstanding
areas, terminal
buildings and
pier layouts
were all based
on the length,
wingspan and
turning-circle
of the then

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Maintenance

generation of jets: in some cases even the pavement weight-bearing strength was already close to its safe limit. The anticipated gradual evolution of aircraft had generally played

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an important
role in the
planning of
airport
facilities, but
the impending
operational
arrival of the
747 suddenly
presented a
whole new set of
problems -- the
burden of which
would depend

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largely on the commercial success of the aircraft. As we know today, Boeing handled the problems brilliantly: today we accept flying and commercial aircraft as commonplace, and much of that is

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down to Boeing
and the 747.

This book looks
carefully at the
history of this
remarkable
sequence of
events, the
development of
the 747 family
and the
longevity of the
Classic --
per-747-400 --

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On February 24, 1989, United Airlines flight 811, a Boeing 747-122, lost a cargo door as it was climbing between 22,000 and 23,000 feet after taking off from Honolulu, Hawaii, en route

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to Sydney, Australia with 355 persons aboard. As a result of the incident nine of the passengers were ejected from the airplane and lost at sea. The cargo door was recovered in two pieces from the

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ocean floor at a depth of 14,200 feet on

September 26 and October 1, 1990.

The probable cause of this accident was a faulty switch or wiring in the door control system.

Contributing to the cause of the

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accident was a
deficiency in
the design of
the cargo door
locking
mechanisms. Also
contributing to
the accident was
a lack of timely
corrective
actions by
Boeing and the
FAA following a
1987 cargo door

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opening incident
on a Pan Am
B-747.

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