Japan Airlines Flight 123 Disaster

An article in The Age stated the following nationalities: 17 from Victoria in Australia, 10 each from Japan and the United States, five from each from Italy and Sweden, three from West Germany, two each from France and Indonesia, and one each from Brazil, India, the Netherlands, and Norway. 31 travellers had booked their travel from Australia or New Zealand. The Hansard of the Japanese Diet stated that 10 Japanese nationals were passengers, with all but two first... e23ecfff5d The aircraft was a 1990-built Tupolev Tu-154M (serial number 90A-846, serial 0846) airliner powered by three Soloviev D-30 turbofan engines from UEC Saturn. It was initially registered in the Soviet Union with test registration CCCP-85846. It was delivered to the Civil Aviation Administration of China (CAAC) in April the same year, and was registered as B-2622. e23ecfff5d The aircraft involved was a Boeing 737-222 registered as B-2603 with line number 151 and manufacturer's serial number 19939. e23ecfff5d

Japan Air Lines Flight 123 On the evening of Monday, August 12, 1985, the Boeing Japan Air Lines Flight 123 was a scheduled domestic passenger flight from Tokyo to Osaka, Japan. On the evening of Monday, August 12, 1985, the Boeing 747 flying the route suffered a severe structural failure and explosive decompression 12 minutes after takeoff. After flying under minimal control for 32 minutes, the plane crashed in the area of Mount Takamagahara, 100 kilometres (62 mi; 54 nmi) from Tokyo. Japan Air Lines Flight 123 was a scheduled domestic passenger flight from Tokyo to Osaka, Japan e23ecfff5d

Sixteen of the dead were Americans. Brazilian actress Leila Diniz was also among those killed, as was the sole Indian passenger on the flight, Dr. K.K.P. Narasinga Rao, a senior official of the Food and Agricultural Organization (FAO) of the United Nations. e23ecfff5d == Aircraft == e23ecfff5d On 9 April 1952, Mokusei, Flight 301, a Martin 2-0-2 (N90943) leased from Northwest Orient Airlines, struck Mount Mihara while operating the first leg of a Tokyo-Osaka-Fukuoka service. The crash killed all 37 occupants on board the aircraft, including four crew members and 33 passengers. Because the aircraft did not have a CVR nor an FDR, the cause was never determined. e23ecfff5d Japan's Aircraft Accident Investigation Commission (AAIC), assisted by the U.S. National Transportation Safety Board, concluded that the structural failure was caused by a faulty repair by Boeing technicians following a tailstrike seven years earlier. When the faulty repair eventually failed, it resulted... e23ecfff5d

List of Japan Airlines incidents and accidents (Bold dates indicate onboard fatalities. This article lists Japan Airlines incidents and accidents.). (Bold dates indicate onboard fatalities.) On 9 April 1952, Mokusei, Flight 301, a Martin 2-0-2 This article lists Japan Airlines incidents and accidents e23ecfff5d

== Aircraft == e23ecfff5d

Japan Air Lines Flight 471 Japan Airlines. Four people on the ground were also killed. nikkansports. On 14 June 1972 the Douglas DC-8 operating the flight, registered JA8012, crashed short of the New Delhi airport, killing 86 of the 89 occupants: 10 of 11 crew members, and 76 of 78 passengers. November 1, 2009. Retrieved Japan Air Lines Flight 471 was a Japan Air Lines international flight from Don Mueang International Airport in Bangkok, Thailand, to Palam International Airport (now Indira Gandhi International Airport) in New Delhi, India. "Accidents JAL has caused other than Flight 123 Accident". Retrieved March 16, 2023. com (in Japanese) e23ecfff5d

== Aircraft == e23ecfff5d The aircraft involved was an Airbus A300B4-622R, registered as B-1816, manufacturer serial number 580. It was manufactured by Airbus Industrie on 29 January 1991 and was delivered to China Airlines on 2 February. It had logged 8572 hours and 12 minutes of airframe hours with 3910 takeoff and landing cycles. It was also equipped with two Pratt & Whitney... e23ecfff5d

China Southwest Airlines Flight 4509 Airlines Flight 261 China Northwest Airlines Flight 2303 China Southwest Airlines Flight 4146 Japan Airlines Flight 123 Emery Worldwide Airlines Flight 17, China Southwest Airlines Flight 4509 (SZ4509) was a domestic flight in China from Chengdu Shuangliu International Airport, Sichuan to Wenzhou Yongqiang Airport, Zhejiang. On February 24, 1999, the Tupolev Tu-154M operating the flight crashed while on approach to Wenzhou Airport, killing all 61 passengers and crew members on board e23ecfff5d

China Airlines Flight 140 accident in the history of China Airlines, the second deadliest air crash in Japanese history after Japan Air Lines Flight 123, and the third deadliest air China Airlines Flight 140 was a regularly scheduled international passenger flight from Chiang Kai-shek International Airport in Taipei, Taiwan, to Nagoya Airport in Nagoya, Japan e23ecfff5d

Dealing with Disaster in Japan Hood, a lecturer of Japanese studies at Cardiff Dealing with Disaster in Japan: Responses to the Flight JL123 Crash is a 2011 book written by Christopher P. Hood, a lecturer of Japanese studies at Cardiff University, and published by Routledge. Dealing with Disaster in Japan: Responses to the Flight JL123 Crash is a 2011 book written by Christopher P. It is about Japan Air Lines Flight 123, and together with its sequel Osutaka: A Chronicle of Loss In the World's Largest Single Plane Crash, are the only English-language books entirely about that accident. The audience for the book involves those in studies of Japan and those studying aircraft accidents, and it is aimed at both academics and non-academics. The book discusses the accident and its societal aftermath and compares and contrasts the response to JL123 to that of other accidents e23ecfff5d

On 30 September 1957, Unzen, Flight 108, a Douglas DC-4-1009 (JA6011), suffered failure of all four engines after takeoff from Osaka Air Base, at an altitude of 300 ft (91 m). The aircraft force-landed in a rice field; all 57 on board were able to escape before the aircraft burned out. The cause was a malfunctioning cross-feed fuel valve. e23ecfff5d The crash remains the deadliest in Taiwan, as well as the most recent accident with fatalities involving China Airlines, and the second-deadliest accident in China Airlines history, behind China Airlines Flight 140

with 264 fatalities. e23ecfff5d == Aircraft == e23ecfff5d

Japan Air Lines Flight 715 Retrieved 17 May 2014. It was the second-deadliest aviation disaster to occur in Malaysia at the time. Of the 69 passengers and ten crew on board, 34 died, whilst the other 45 survived with injuries. JAPAN AIRLINES Corporate Information. caused other than Flight 123 Accident". "□□□□□□□□□□□□□□□" [Visit a Japanese cemetery in Malaysia] Japan Air Lines Flight 715 was a regular scheduled flight that crashed on approach to Subang Airport in Malaysia on 27 September 1977. The aircraft was a McDonnell Douglas DC-8, registration JA8051, on a flight from Haneda Airport in Tokyo, to Singapore, with stopovers at Hong Kong, and Subang Airport, Malaysia e23ecfff5d

== Passengers == e23ecfff5d

China Airlines Flight 611 Metal fatigue from over 22 years of service and repeated pressurization cycles caused tiny cracks that led to the aircraft's breakup. The in-flight breakup was caused by metal fatigue cracks from a tailstrike at Kai Tak Airport on 7 of February 1980 after which the aircraft was not properly repaired according to Boeing policies and manuals. China Airlines Flight 611 was a regularly scheduled international passenger flight operated by a Boeing 747-200 from Chiang Kai-shek International Airport (now Taoyuan International Airport) in Taiwan to Hong Kong International Airport. fatalities involving China Airlines, and the second-deadliest accident in China Airlines history, behind China Airlines Flight 140 with 264 fatalities. On May 25th, 2002, the flight disintegrated midair and crashed into the Taiwan Strait, 26 miles (23 nmi; 42 km) northeast of the Penghu Islands, 20 minutes after takeoff, killing all 225 people on board e23ecfff5d

The aircraft involved was a McDonnell Douglas DC-8-62H manufactured in 1971, and delivered to Japan Air Lines on 23 August. It was registered as JA8051. The aircraft was powered by four Pratt & Whitney JT3D-3B turbofan engines. e23ecfff5d The aircraft involved, registered as B-18255, was the only Boeing 747-200 passenger aircraft left in China Airlines's fleet at the time. The plane was delivered new to... e23ecfff5d On 26 April 1994, the Airbus A300 serving the route was completing a routine flight and approach when, on approach to landing at Nagoya Airport, the takeoff/go-around setting (TO/GA) was inadvertently triggered. The pilots attempted to pitch the aircraft down while the autopilot, which was not disabled, was pitching the aircraft up. The aircraft ultimately stalled and crashed into the ground, killing 264 of the 271 people on board. The event remains the deadliest accident in the history of China Airlines, the second deadliest air crash in Japanese history after Japan Air Lines Flight 123, and the third deadliest air crash involving the Airbus A300. e23ecfff5d

Far Eastern Air Transport Flight 103 The Boeing 737-200 aircraft disintegrated in midair and crashed in the township of Sanyi, Miaoli. Japan Air Lines Flight 123 China Airlines Flight 611 Aloha Airlines Flight 243 Continental Express Flight 2574 BOAC Flight 781 Chalk's Ocean Far Eastern Air Transport Flight 103 was a scheduled flight from Taiwan Taipei Songshan Airport to Kaohsiung International Airport that crashed on 22 August 1981, killing all 110 people on board. It is also called the Sanyi Air Disaster. The crash is the third-deadliest

aviation accident on the Taiwanese soil, behind China Airlines Flight 676 and China Airlines Flight 611. for a festival e23ecfff5d

== 1950s == e23ecfff5d

Safety Promotion Center established by Japan Airlines in 2005, the 20th anniversary of the crash of JAL 123, to brainstorm ideas to prevent future air disasters. Chaired by Kunio e23ecfff5d

The aircraft, featuring a high-density seating configuration, was carrying 524 people. The initial crash killed all 15 crew members and 460–490 of the 509 passengers on board. An estimated 20 to 50 passengers survived the initial crash but died from their injuries while awaiting rescue, leaving only four survivors; 520 people died as a result of the crash. The crash is the deadliest single-aircraft accident in aviation history, and it remains the deadliest aviation incident in Japan. e23ecfff5d The flight crew consisted of captain Yao Fuchen (Chinese: □□□), age 37, first officer Xue Mao (□□), 28, navigator Lan Zhangfeng (□□□), 46, and flight engineer Guo Shuming (□□□), 49. There were also seven flight attendants on board. e23ecfff5d == Background == e23ecfff5d Hood had invited Peter Mathews, the father of British JAL123 victim Kimble Mathews, to speak to his students. Hood stated that he had an emotional response to the father's testimony, so he decided to research the accident. Peter Mathews provided access to a diary and photographs taken in 1985. Hood wrote the book because much of the information was in Japanese while there was also a lot of interest in the incident from those outside Japan. e23ecfff5d == Aircraft and crew == e23ecfff5d