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## **Direct Support and General Support Maintenance Manual (including Repair Parts and Special Tools Lists) 1992**

*Direct Support and General Support Maintenance Manual: Maintenance* 1980

*Safety Recommendation*

*Organizational, Direct Support, and General Support Maintenance Manual* 1992

**(DC-9) MD 80, MD 82, MD 83 Operating Manual** McDonnell Douglas Aerospace (Firm) 198?

## **Operator's and Organizational Maintenance Manual (including Repair Parts and Special Tool List) 1986**

*Direct Support and General Support Maintenance Manual* 1980

**Operator, Organizational, Field, and Depot Maintenance Manual** 1961

**Direct and General Support Maintenance Manual Including Repair Parts and Special Tools Lists ... for Projection Set, Motion Picture, Sound AS-25A3 (NSN 6730-00-111-5929).** 1992

**Direct Support and General Support Maintenance Manual for Truck, Lift, Fork, GED, Solid Rubber Tired Wheels, 4000 Lbs**

**Capacity, 100 and 180 Inch Lift, (Army Model MHE-231, Allis Chalmers Models ACC40-24PS100 and ACC40-24PS180, (NSN 3930-00-490-7814) (100 In.), (NSN 3930-00-556-4955) (180 In.).** 1978

*Organizational Maintenance Manual* 1988

*Field and Depot Maintenance Manual* 1989

*Organizational, DS, GS, and Depot Maintenance Manual* 1972

*Operator's and Organizational Maintenance Manual (including Repair Parts and Special Tools List)* 1981

**Operator's organizational, direct support and general support maintenance manual (including repair parts and special tool list)** 1972

*Operator's and Organizational Maintenance Manual* 1990

*Operator's, Organizational, Direct Support, and General Support Maintenance Manual Including Repair Parts List for Light, Ignition Timing, MKB Manufacturing Corporation (NSN 4910-00-937-5724).* 1990

**Federal Register** 1979-09

*Safety Oversight of the Federal Aviation Administration* United States. Congress. Senate. Committee on Commerce, Science, and Transportation 1997

**Standard Operations Specifications** United States. Federal Aviation Administration 1980

*The Limits of Expertise* R. Key Dismukes 2017-03-02 Why would highly skilled, well-trained pilots make errors that lead to accidents when they had safely completed many thousands of previous flights? The majority of all aviation accidents are attributed primarily to human error, but this is often misinterpreted as evidence of lack of skill, vigilance, or conscientiousness of the pilots. *The Limits of Expertise* is a fresh look at the causes of pilot error and aviation accidents, arguing that accidents can be understood only in the context of how the overall aviation system operates. The authors analyzed in great depth the 19 major U.S. airline accidents from 1991-2000 in which the National Transportation Safety Board (NTSB) found crew error to be a causal factor. Each accident is reviewed in a separate chapter that examines events and crew actions and explores the cognitive processes in play at each step. The approach is guided by extensive evidence from cognitive psychology that human skill and error are opposite sides of the same coin. The book examines the ways in which competing task demands, ambiguity and organizational pressures interact with cognitive processes to make all experts vulnerable to characteristic forms of error. The final chapter identifies themes cutting across the accidents, discusses the role of chance, criticizes simplistic concepts of causality of accidents, and suggests ways to reduce vulnerability to these catastrophes. The authors' complementary experience allowed a unique approach to the study: accident investigation with the NTSB, cognitive psychology research both in the lab and in the field, enormous first-hand experience of piloting, and application of aviation psychology in both civil and military operations. This combination allowed the authors to examine and explain the domain-specific aspects of aviation operations and to extend advances in basic research in cognition to complex issues of human performance in the real world. Although *The Limits of Expertise* is directed to aviation operations, the implications are clear for understanding the decision processes, skilled performance and errors of professionals in many domains, including medicine.

**Operator and Organizational Maintenance Manual Including Repair Parts and Special Tool Lists** 1991

*Douglas DC-9 Maintenance Manual* 1966

Operator and Organizational Maintenance Manual, Loader Transporter M688, Mobility Kit M234, Tripod Hoist M38, Sling Beam M22, Lance Missile System 1981

**Aircraft Accident Report** 197?

**GS and Depot Maintenance Manual** 1989

**DC-9 Maintenance Manual** Douglas Aircraft Company, Inc

**DC-9 Structural Repair Manual** Douglas Aircraft Company 1969\*

**Organizational, DS, GS, and Depot Maintenance Manual Including Repair Parts** 1992

**Direct Support Maintenance Manual (including Repair Parts and Special Tools List) for Gun, Automatic** 1985

**Operator's, Organizational, Direct Support, and General Support Maintenance Manual (including Repair Parts and Special Tools Lists)** 1973

**Index of Technical Manuals, Technical Regulations, Technical Bulletins, Supply Bulletins, Lubrications Orders, and Modification Work Orders** United States. Department of the Army 1954

Operator's, Organizational, Direct Support, and General Support Maintenance Manual 1991

*Department of Transportation and Related Agencies Appropriations for 1993* United States. Congress. House. Committee on Appropriations. Subcommittee on Department of Transportation and Related Agencies Appropriations 1992

Air Crash Investigations Allistair Fitzgerald 2009-11 On January 31, 2000, Alaska Airlines, Flight 261, a McDonnell Douglas MD-83, was on its way from Puerto Vallarta, Mexico, to Seattle, Washington, when suddenly the horizontal stabilizer of the plane jammed. While passengers were praying for their life, Captain Thompson and First officer Tansky tried to make an emergency landing in Los Angeles. They did not make it, the plane suddenly crashed into the Pacific Ocean, killing all 93 people aboard. The NTSB concluded that the failure of the horizontal stabilizer

was caused by insufficient maintenance. In other words the crash of Alaska Airlines Flight 261 could have been avoided.

*Operator's and Organizational Maintenance Manual (including Repair Parts and Special Tools List) for Towbar, Motor Vehicle (4910-00-433-7094)*. 1983

Organizational Maintenance Manual Including Repair Parts and Special Tool Lists 1990

Aviation Unit and Aviation Intermediate Maintenance Manual 1992  
DS, GS, and Depot Maintenance Manual, Including Repair Parts and Special Tool Lists 1965

**Organizational, Direct Support and General Support Maintenance Manual Including Repair Parts and Special Tools List (including Depot Maintenance Repair Parts and Special Tools) for Machine Gun, 7.62-mm, M73 (1005-869-8816); Machine Gun, 7.62-mm, M73A1 (1005-937-7323); Machine Gun, 7.62-mm, M219 (1005-077-2354)**. 1973

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