

1974: DC10 Ermenonville

■ General context

- Commercial flight Paris-London
- 334 passengers
- 12 crew members
- Daylight
- Good weather

■ Operational context

- 11,000 feet during climb
- Sudden decompression



1974: DC10 Ermenonville (con'd)

■ Analysis

- Failure of the cabin floor
- Elevator and rudder cables were damaged
- Nose of the aircraft dropped to about 4 degrees
- The DC-10 ploughed into a forest at more than 500 kt disintegrating into a huge fireball.

■ Consequences

- Aircraft totally destroyed.
- All 346 persons including 12 crew members perished.

1974: DC10 Ermenonville (end)

■ Cause

- Cargo door locking system
 - ➔ Was badly manufactured since the beginning
 - ➔ But was known by McDonnell Douglas
- In 1972, a same event happened but crew managed to land the aircraft safely
 - ➔ Following these event, a gentleman agreement was made between McDonnell Douglas and the FAA in order to avoid an Airworthiness Directive
 - ➔ This agreement was allowing McDonnell Douglas to solve the problem at his own peace
- McDonnell Douglas had to pay huge compensations
- These events damaged the confidence about the DC10 that led the manufacturer slowly to bankruptcy.