

## B 747 Maintenance Manual

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the 747 maintenance programs— one for the 747 Classic and the other for the 747-400. Each ISC was made up of representatives from 747 operators, Boeing, and the FAA. More than 50 percent of the 747 Classic fleet and 70 percent of the 747-400 fleet were involved in the three-year effort. The resulting 747 Classic and 747-400 Maintenance

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When the Boeing 747 first flew commercially in 1970, it ushered in a new era of affordable air travel. Often referred to by the nickname " Jumbo Jet, " the 747 was the world ' s first wide-body commercial airliner, and its advent has proved to be one of the major milestones in aviation history. The centerpiece of this Haynes Manual is the 747-400, which is the most numerous version. As well as being the bestselling model in the 747 family, there are more 400s currently in service than any other model of this mighty jumbo.

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 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 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 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 opening incident on a Pan Am B-747.