Analysis - Q2e

I have identified many parameters from the remarks. Many parameters like 'shot down' or 'pilot error' are not straightforward to be discussed as lots of implicit factors may influence these parameters. But weather and storm can be judged against the type of the aircraft. My concern is to examine the failure rate due to these two parameters. Serial 5 and 10 are showing grave concerns. Both types of aircrafts have relatively larger proportion of causalities due to weather and storm. One can argue that this is also correct in serial no. 7, 12 and 14. However, the noteworthy aspect is that these three serials have insufficient transactions leading to draw a doubtful conclusion. On the other hand there is enough flight transactions (serial 5) and high percentage (serial10) to infer that these types of aircraft are **Poor in Flying Operation** during the Stormy Weather.

Table: Outcome of analysis from Question 2e and 2b

Ser	Type of Airplanes	Unknown	fire	shot down	weather	storm	engine failure	pilot error	Weather + Storm
1	Unspecified.Crashes	9	0	1	1	0	0	0	9,09
2	Antonov AN-26.Crashes	2	4	15	2	1	2	0	11,53
3	Breguet 14.Crashes	22	0	0	0	0	0	0	0
4	Curtiss C-46A.Crashes	2	3	0	0	1	0	0	16,67
5	de Havilland Canada DHC-6 Twin Otter 300.Crashes	2	3	1	11	5	1	0	69,56
6	De Havilland DH-4.Crashes	27	1	0	0	0	0	0	0
7	Douglas C-47.Crashes	3	2	0	3	5	0	1	57,14
8	Douglas C-47A.Crashes	5	4	2	4	2	2	1	30
9	Douglas C-47B.Crashes	3	0	0	2	1	0	0	50
10	Douglas DC-3.Crashes	14	18	10	41	21	7	8	52,10
11	Douglas DC-4.Crashes	1	4	3	1	3	0	0	33,33
12	Douglas DC-6B.Crashes	1	1	0	3	1	0	0	66,67
13	Junkers JU-52/3m.Crashes	7	2	2	1	0	1	3	6,25
14	Yakovlev YAK-40.Crashes	1	4	1	6	3	0	1	56,25

Regards

Muhammad.Naeem@univ-lyon2.fr

********** End **********