



Aviation Investigation Final Report

Location:	LOS ANGELES, California	Incident Number:	LAX85IA297
Date & Time:	June 27, 1985, 15:32 Local	Registration:	N473AC
Aircraft:	BOEING 737-247	Aircraft Damage:	Minor
Defining Event:		Injuries:	96 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

THE CAPTAIN STATED THAT THE 'B' HYDRAULIC SYSTEM LOW OIL LEVEL LAMP ILLUMINATED WHILE THE ACFT WAS IN CRUISE FLT. AS HE COMPLETED THE FAILURE CHECK AND PLACED THE 'B' SYSTEM INTO STANDBY RUDDER CONDITION THAT PROVIDES HYDRAULIC PRESSURE TO ONLY THE RUDDER, THE 'A' HYDRAULIC SYSTEM FAILED. THE FLIGHT CONTINUED TO IT'S DESTINATION AND WHEN THE CREW WAS UNABLE TO LOWER THE TRAILING EDGE FLAPS, DUE TO ANOTHER MALFUNCTION, LANDED WITHOUT INCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

1. HYDRAULIC SYSTEM, SHUTOFF VALVE - SWITCHED OFF
2. INATTENTIVE - PILOT IN COMMAND
3. HYDRAULIC SYSTEM, SEAL - SEPARATION

4. HYDRAULIC SYSTEM,PUMP - FATIGUE
5. FLT CONTROL SYST,WING FLAP CONTROL - INOPERATIVE

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 1, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	11532 hours (Total, all aircraft), 4075 hours (Total, this make and model), 10612 hours (Pilot In Command, all aircraft), 208 hours (Last 90 days, all aircraft), 71 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N473AC
Model/Series:	737-247 737-247	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	19614
Landing Gear Type:	Retractable - Tricycle	Seats:	124
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	100800 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	JT80
Registered Owner:	AIR CAL	Rated Power:	14500 Lbs thrust
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	ACLA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	LAX ,126 ft msl	Distance from Accident Site:	
Observation Time:	14:49 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22°C / 15°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	SAN FRANCISCO , CA (SFO)	Type of Flight Plan Filed:	IFR
Destination:	LOS ANGELES , CA (LAX)	Type of Clearance:	IFR
Departure Time:	14:20 Local	Type of Airspace:	Class A;Class E

Airport Information

Airport:	LOS ANGELES INTL LAX	Runway Surface Type:	Concrete
Airport Elevation:	126 ft msl	Runway Surface Condition:	Dry
Runway Used:	25L	IFR Approach:	ILS
Runway Length/Width:	1196 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	Minor
Passenger Injuries:	92 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	96 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Wall, J.

Additional Participating Persons: JAMES D BALDINGER; LONG BEACH , CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=24562>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).