



Aviation Investigation Final Report

Location:	LOS ANGELES, California	Incident Number:	LAX87IA027
Date & Time:	October 29, 1986, 11:09 Local	Registration:	N7255U
Aircraft:	BOEING 727-222	Aircraft Damage:	None
Defining Event:		Injuries:	71 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

DRG ARR, UNITED FLT 282 (BOEING 727, N7255U) WAS VECTORED BY LOS ANGELES (LAX) TRACON FOR AN ILS RWY 25L APCH. WHILE IN A DSCNDG TURN AT 2100' MSL TO INTERCEPT THE ILS LOC AT 2000', THE CAPT SAW A HELICOPTER (HEL) AHEAD & PULLED UP. HE ESTD HIS ACFT PASSED W/I 200' TO 300' OF THE HEL. THE HEL WAS A DEA ACFT (HUGHES 369D, N8620F) ON A SURVEILLANCE FLT. THE DEAPLT SAID HE WAS HOVERING BLO THE LAX TERMINAL CTL AREA (TCA) WHEN HE SAW THE BOEING MAKE A RGT TURN TWD THE LAX ARPT. HE SAID THE BOEING WAS IN HIS VIEW FOR THE ENTIRE TIME & IT WAS NOT A HAZARD TO HIM, BUT HE WAS CONCERNED ABOUT ITS LOW ALT. LATER, HE ADZD LAX TWR. THE DEA PLT STATED HE WAS OPERG BTN 1400' & 1900' & THAT THE HEL WAS AT 1300' WHEN THE BOEING CONVERGED. HE ESTD THE BOEING CROSSED 300' TO 400' ABV THE HEL. RADAR DATA INDCD THE 2 ACFT CONVERGED TO A SLANT RANGE OF 1500'. MIN VERT SEPN WAS 200'. RADAR DATA ALSO INDCD THAT FLT 282 REMAINED ABV THE TCA FLOOR (2000') & THAT THE HEL WAS BLO THE TCA. A LEAK WAS FND IN THE HEL'S PITOT STATIC SYS, WHICH CAUSED AN UNDETERMINED ERROR.

Probable Cause and Findings

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

Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT

Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (C) FLIGHT/NAV INSTRUMENTS,ALTIMETER - LEAK
2. (C) ALTITUDE - EXCESSIVE - PILOT OF OTHER AIRCRAFT

Factual Information

Pilot Information

Certificate:	Airline transport; Flight engineer	Age:	49, 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:	June 5, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N7255U
Model/Series:	727-222 727-222	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	21402
Landing Gear Type:	Retractable - Tricycle	Seats:	147
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	191500 lbs
Time Since Last Inspection:		Engines:	3 Turbo fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D
Registered Owner:	UNITED AIRLINES	Rated Power:	14500 Lbs thrust
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	UALA

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:	11 Nautical Miles
Observation Time:	10:52 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear	Visibility	3 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	MONTEREY , CA (MRV)	Type of Flight Plan Filed:	IFR
Destination:	(LAX)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	Concrete
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	25L	IFR Approach:	ILS
Runway Length/Width:	11096 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	6 None	Aircraft Damage:	None
Passenger Injuries:	65 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	71 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Wall, J.

Additional Participating Persons: RICHARD G TABOR; LOS ANGELES , CA

Original Publish Date: July 19, 1988

Last Revision Date:

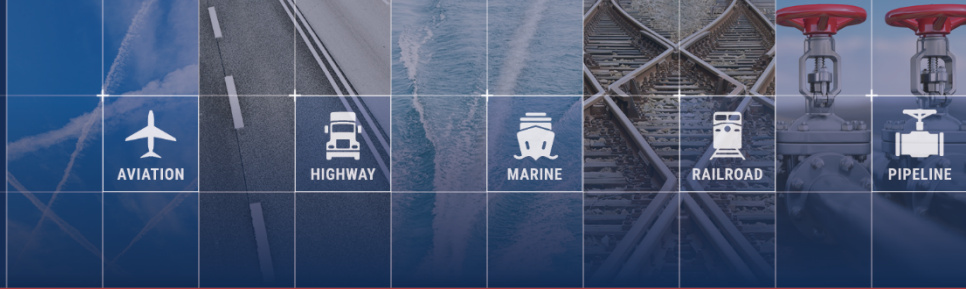
Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=25432>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).



Aviation Investigation Final Report

Location:	LOS ANGELES, California	Incident Number:	LAX87IA027
Date & Time:	October 29, 1986, 11:09 Local	Registration:	N8620F
Aircraft:	HUGHES 369D	Aircraft Damage:	None
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Public aircraft		

Analysis

DRG ARR, UNITED FLT 282 (BOEING 727, N7255U) WAS VECTORED BY LOS ANGELES (LAX) TRACON FOR AN ILS RWY 25L APCH. WHILE IN A DSCNDG TURN AT 2100' MSL TO INTERCEPT THE ILS LOC AT 2000', THE CAPT SAW A HELICOPTER (HEL) AHEAD & PULLED UP. HE ESTD HIS ACFT PASSED W/I 200' TO 300' OF THE HEL. THE HEL WAS A DEA ACFT (HUGHES 369D, N8620F) ON A SURVEILLANCE FLT. THE DEAPLT SAID HE WAS HOVERING BLO THE LAX TERMINAL CTL AREA (TCA) WHEN HE SAW THE BOEING MAKE A RGT TURN TWD THE LAX ARPT. HE SAID THE BOEING WAS IN HIS VIEW FOR THE ENTIRE TIME & IT WAS NOT A HAZARD TO HIM, BUT HE WAS CONCERNED ABOUT ITS LOW ALT. LATER, HE ADZD LAX TWR. THE DEA PLT STATED HE WAS OPERG BTN 1400' & 1900' & THAT THE HEL WAS AT 1300' WHEN THE BOEING CONVERGED. HE ESTD THE BOEING CROSSED 300' TO 400' ABV THE HEL. RADAR DATA INDCD THE 2 ACFT CONVERGED TO A SLANT RANGE OF 1500'. MIN VERT SEPN WAS 200'. RADAR DATA ALSO INDCD THAT FLT 282 REMAINED ABV THE TCA FLOOR (2000') & THAT THE HEL WAS BLO THE TCA. A LEAK WAS FND IN THE HEL'S PITOT STATIC SYS, WHICH CAUSED AN UNDETERMINED ERROR.

Probable Cause and Findings

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

Findings

Occurrence #1: NEAR COLLISION BETWEEN AIRCRAFT
Phase of Operation: HOVER

Findings

1. (C) FLIGHT/NAV INSTRUMENTS,ALTIMETER - LEAK
2. (C) ALTITUDE - EXCESSIVE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 13, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 1100 hours (Total, this make and model), 119 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HUGHES	Registration:	N8620F
Model/Series:	369D 369D	Aircraft Category:	Helicopter
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	70160D
Landing Gear Type:	Skid	Seats:	5
Date/Type of Last Inspection:	May 30, 1986 100 hour	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	90 Hrs	Engines:	1 Turbo shaft
Airframe Total Time:	3000 Hrs	Engine Manufacturer:	ALLISON
ELT:	Installed, not activated	Engine Model/Series:	250-C20B
Registered Owner:	DEPT OF JUSTICE, DEA	Rated Power:	375 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

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:	11 Nautical Miles
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Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	TORRENCE , CA (TOA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:20 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Concrete
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	25L	IFR Approach:	ILS
Runway Length/Width:	11096 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	None
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

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