Aviation Investigation Final Report

Location:	LOS ANGELES, California	**Incident Number:**	LAX92IA209
Date & Time:	May 13, 1992, 15:52 Local	**Registration:**	N604UA
Aircraft:	BOEING 767-222	**Aircraft Damage:**	Minor
Defining Event:		**Injuries:**	3 Minor, 81 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

THE PNEUMATIC DISTRIBUTION SUPPLY DUCT RUPTURED AS THE AIRPLANE BEGAN ITS TAKEOFF ROLL WITH THE FIRST OFFICER AT THE CONTROLS. THE CAPTAIN FELT A SLIGHT CHANGE IN CABIN PRESSURE AND OBSERVED AN ADVISORY MESSAGE ON THE ELECTRONIC INFORMATION CREW ALARM SYSTEM (EICAS) THAT CAUTIONED OF A LEAK IN THE PNEUMATIC DUCT SYSTEM. THE FIRST FLIGHT ATTENDANT ADVISED THE FLIGHT CREW THAT THERE WAS SMOKE, DUST AND HIGH TEMPERATURES IN THE CABIN. THE CAPTAIN ASSUMED CONTROL OF THE AIRPLANE, ABORTED THE TAKEOFF AND TURNED OFF THE RUNWAY AT A MIDFIELD TAXIWAY. AFTER THE AIRPLANE EXITED THE RUNWAY THE CAPTAIN DISPATCHED THE FIRST OFFICER TO THE CABIN TO SURVEY THE SITUATION. THE FIRST OFFICER CONFIRMED THE FLIGHT ATTENDANT'S REPORT AND ADVISED THAT THE PASSENGERS WERE COUGHING CONTINUOUSLY. THE CAPTAIN ELECTED TO EVACUATE ALL PERSONNEL VIA THE EMERGENCY EGRESS SLIDES. THE EXAMINATION DISCLOSED THE APU SUPPLY DUCT RUPTURED ALONG THE WELDED SEAM AT FUSELAGE STATION (FS) 1219.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: A RUPTURE IN THE AIRPLANE'S AIR CONDITION/HEAT/PRESSURIZATION/APU DUCT, ALONG ITS WELDED SEAM. CONTRIBUTING TO THE INCIDENT WAS THE MANUFACTURERS' FAILURE TO ISSUE A SERVICE BULLETIN APPLICALBE TO ALL APU DUCTS IN THE SYSTEMS.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - ROLL/RUN

Findings
1. (C) AIR COND/HEATING/PRESSURIZATION - RUPTURED
2. (F) MAINTENANCE,SERVICE BULLETIN/LETTER - NOT ISSUED - MANUFACTURER

Factual Information

Pilot Information

Certificate:	Airline transport; Flight engineer	**Age:**	52,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:**	March 30, 1992
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	15401 hours (Total, all aircraft), 902 hours (Total, this make and model), 201 hours (Last 90 days, all aircraft), 74 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	**Registration:**	N604UA
Model/Series:	767-222 767-222	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Transport	**Serial Number:**	21865
Landing Gear Type:	Retractable - Tricycle	**Seats:**	214
Date/Type of Last Inspection:	August 28, 1991 Continuous airworthiness	**Certified Max Gross Wt.:**	300000 lbs
Time Since Last Inspection:	2608 Hrs	**Engines:**	2 Turbo fan
Airframe Total Time:	30969 Hrs	**Engine Manufacturer:**	P&W
ELT:	Not installed	**Engine Model/Series:**	2037
Registered Owner:	UNITED AIRLINES	**Rated Power:**	38200 Lbs thrust
Operator:	UNITED AIRLINES	**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:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(LAX)	**Type of Flight Plan Filed:**	IFR
Destination:	NEWARK , NJ (EWR)	**Type of Clearance:**	IFR
Departure Time:	16:00 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	LOS ANGELES INT'L ARPT LAX	**Runway Surface Type:**	Concrete
Airport Elevation:	126 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	25	**IFR Approach:**	None
Runway Length/Width:	1209 ft / 150 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	8 None	**Aircraft Damage:**	Minor
Passenger Injuries:	3 Minor, 73 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	3 Minor, 81 None	**Latitude, Longitude:**	

Administrative Information

Investigator In Charge (IIC):	Wall, James
Additional Participating Persons:	INSPECTOR BERNARD BORENSTEIN; LOS ANGELES , CA
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27458