



Aviation Investigation Final Report

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| 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 APPLICABLE 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

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|----------------------------------|---|--|----------------|
| 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

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|--------------------------------------|--|---------------------------------------|--------------------|
| 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

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| 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

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|-----------------------------|----------------------------|----------------------------------|----------|
| 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

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|----------------------------|------------------|-----------------------------|-------|
| 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

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| 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.nts.gov/Docket?ProjectID=27458 |

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](#).