



# Aviation Investigation Final Report

<b>Location:</b>	BOSTON, Massachusetts	<b>Incident Number:</b>	NYC861A093
<b>Date &amp; Time:</b>	March 26, 1986, 23:41 Local	<b>Registration:</b>	N52311
<b>Aircraft:</b>	BOEING 727-231	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor, 94 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

TWO OF 3 REQD FLT ATTENDANTS (F/A'S) WERE DISTRIBUTING PASSENGER (PAX) COATS AS THE ACFT WAS BEING TAXIED AFTER LNDG. SMOKE FM AN OVERHEATED AIR COND (A/C) PACK BGN ENTERING THE CABIN & THE F/A'S RETURNED TO THEIR DUTY STATIONS. THE FLT CREW STOPPED THE ACFT AT THE GATE & SHUT DWN THE ENGS, BUT LEFT THE APU RUNNING TO PROVIDE ELECTRICITY FOR LIGHTING. THE F/A'S OPENED THE L FWD DOOR & GND PSNL OPENED THE REAR STAIR DOOR TO DEPLANE THE PAX. THE CAPT MADE AN ANNOUNCEMENT TO KEEP THE PAX CALM, BUT SMOKE BCM DENSE & PAX OPENED THE EMERG EXITS OVR THE WINGS & BGN EXITING FM THEM. TWO PAX RCVD MINOR INJURIES WHILE EXITING OVR THE WINGS. AN INVESTIGATION REVEALED THE ACFT HAD BEEN DISPATCHED WITH THE R PACK COOL-ING FAN INOP AS AUTHORIZED BY THE MIN EQUIP LIST (MEL). DRG FLT, A RADIO INTERFERENCE FILTER IN THE A/C SYS FAILED WHICH ALLOWED THE FWD PACK SHUT-OFF VALVE TO OPEN, BUT NOT CLOSE. THIS PERMITTED APU AIR TO RUN THE AFFECTED PACK EVEN THO THE SWITCH WAS OFF & A CIRCUIT BRKR WAS PULLED. WITH THE ENGS SHUT DOWN & THE R COOLING FAN INOP, THE SYS OVERHEATED.

## 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: TAXI - FROM LANDING

### Findings

1. (C) AIR COND/HEATING/PRESSURIZATION,CABIN TEMP CONTROL - FAILURE,PARTIAL
2. (C) AIR COND/HEATING/PRESSURIZATION - OVERTEMPERATURE
3. FUSELAGE,CABIN - SMOKE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	7792 hours (Total, all aircraft), 702 hours (Total, this make and model), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N52311
<b>Model/Series:</b>	727-231 727-231	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	19830
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	134
<b>Date/Type of Last Inspection:</b>	AAIP	<b>Certified Max Gross Wt.:</b>	142000 lbs
<b>Time Since Last Inspection:</b>	271 Hrs	<b>Engines:</b>	3 Turbo fan
<b>Airframe Total Time:</b>	44246 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	JT8D-9A
<b>Registered Owner:</b>	FIRST SECURITY BANK UTAH	<b>Rated Power:</b>	
<b>Operator:</b>	TRANS WORLD AIRLINES	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/bright
<b>Observation Facility, Elevation:</b>	BOS ,20 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	23:51 Local	<b>Direction from Accident Site:</b>	360°
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft AGL	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ST LOUIS , MO (STL )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	21:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	LOGAN INTL BOS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	20 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22L	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>	10005 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	6 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	2 Minor, 88 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor, 94 None	<b>Latitude, Longitude:</b>	

## Administrative Information

**Investigator In Charge (IIC):** Twine, Chauncey

**Additional Participating Persons:** THOMAS FULLER;

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=30236>

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