



Aviation Investigation Final Report

Location:	PORTLAND, Maine	Incident Number:	NYC871A014
Date & Time:	October 14, 1986, 22:04 Local	Registration:	N517PE
Aircraft:	BOEING 727-200	Aircraft Damage:	Minor
Defining Event:		Injuries:	43 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

THE CP WAS FLYING THE AIRCRAFT FROM THE LEFT SEAT WHILE BEING OBSERVED BY THE PIC. THE PIC WAS MONITORING THE APPROACH, WHICH WAS BEING MADE IN IMC CONDITIONS AND NOTED THE AIRCRAFT DRIFTING TO THE LEFT, THE CP STARTED TO MAKE CORRECTION TO THE RIGHT AT WHICH POINT PIC TOOK CONTROL AND ROLLED TO THE RIGHT, LANDING THE AIRCRAFT. IN DOING SO THE RIGHT WING TIP MADE CONTACT WITH THE GROUND CAUSING DAMAGE TO THE OUTBOARD RIGHT LEADING EDGE DEVICE. SCRAPED OUTBOARD RIGHT TRAILING EDGE FLAP, SCRAPED RIGHT WING TIP, AND DAMAGED RIGHT STATIC WICK. THERE WERE NO INJURIES. NO FIRE, OR OTHER DAMAGE. CREW MEMBERS WERE NOT AWARE OF DAMAGE UNTIL NOTIFIED BY GROUND PERSONNEL AT THE GATE.

Probable Cause and Findings

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

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - LOW CEILING

2. (F) PROPER ALIGNMENT - NOT MAINTAINED - COPILOT/SECOND PILOT
3. (C) AIRCRAFT HANDLING - EXCESSIVE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	39, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	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 17, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 6000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N517PE
Model/Series:	727-200 727-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	21264
Landing Gear Type:	Retractable - Tricycle	Seats:	185
Date/Type of Last Inspection:	August 18, 1985 AAIP	Certified Max Gross Wt.:	142000 lbs
Time Since Last Inspection:		Engines:	3 Turbo jet
Airframe Total Time:	21827 Hrs	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	JT8D-9
Registered Owner:	PEOPLE EXPRESS AIRLINES	Rated Power:	14500 Lbs thrust
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	PEXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	200 ft AGL	Visibility	1 miles
Lowest Ceiling:	200 ft AGL	Visibility (RVR):	2600 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14°C / 14°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	NEWARK , NJ (EWR)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	PORTLAND JETPORT PWM	Runway Surface Type:	Asphalt
Airport Elevation:	74 ft msl	Runway Surface Condition:	Wet
Runway Used:	11	IFR Approach:	ILS
Runway Length/Width:	6800 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	Minor
Passenger Injuries:	36 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	43 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Danhauer, Cliff
Additional Participating Persons:	GLENN GIBBONS; PORTLAND , ME WAYNE SMITH; PORTLAND , ME
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=30524

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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](#).