



# Aviation Investigation Final Report

<b>Location:</b>	TAMPA, Florida	<b>Incident Number:</b>	MIA87IA068
<b>Date &amp; Time:</b>	January 6, 1987, 09:32 Local	<b>Registration:</b>	N6819
<b>Aircraft:</b>	BOEING 727-223	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	148 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

THE REGULARLY SCHEDULED AIR CARRIER FLIGHT WAS CLIMBING TO ALTITUDE WHEN THE ENGINE OIL PRESSURE AND QUANTITY DROPPED TO ZERO ON THE #3 ENGINE; IT WAS SHUT DOWN. SHORTLY THEREAFTER, THE #1 ENGINE OIL PRESSURE DROPPED TO ZERO. IT WAS REDUCED TO IDLE AND THE FLIGHT DIVERTED AND EXECUTED NORMAL LANDING. THE #3 ENGINE LOST OIL DUE TO A FAILED OIL PRESSURE TUBE TO THE # 6 BEARING. THE #1 ENGINE LOST OIL DUE TO OIL CONTAMINATION WITH HYDRAULIC FLUID. INTERVIEWS WITH AMERICAN AIRLINES AND CONTRACT MAINTENANCE PERSONNEL THAT HAD SERVICED THE ACFT WITHIN THE PREVIOUS 30 DAYS REVEALED NO DISCREPANCIES THAT WOULD HAVE ALLOWED HYDRAULIC FLUID TO ENTER THE OIL SYSTEM. THE #3 ENG OIL PRESSURE TUBE WAS LOST IN TRANSIT BY AAL FREIGHT PERSONNEL SO IT COULD NOT BE EXAMINED.

## 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: CLIMB - TO CRUISE

#### Findings

1. (C) LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL

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Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

2. (C) FLUID,OIL GRADE - CONTAMINATION

3. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - INADVERTENT - UNQUALIFIED PERSON

4. EMERGENCY PROCEDURE - PERFORMED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; 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>	October 9, 1986
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14500 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N6819
<b>Model/Series:</b>	727-223 727-223	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	19494
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	154
<b>Date/Type of Last Inspection:</b>	December 4, 1986 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	142000 lbs
<b>Time Since Last Inspection:</b>	218 Hrs	<b>Engines:</b>	3 Turbo fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	JT8D-9
<b>Registered Owner:</b>	AMERICAN AIRLINES	<b>Rated Power:</b>	17400 Lbs thrust
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	AALA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TPA ,10 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	08:51 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<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>	FT.LAUDERDALE , FL (FLL )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	DALLAS , TX (DFW )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	08:50 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	0 ft / 0 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	7 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	141 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	148 None	<b>Latitude, Longitude:</b>	27.960159,-82.490531(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alston, Andrew
<b>Additional Participating Persons:</b>	JOHN FEIL; DALLAS , TX TOM MCFALL; DALLAS , TX J PROSZEK; DALLAS , TX ROBERT SINGLETON; CLEARWATER , FL
<b>Original Publish Date:</b>	July 10, 1989
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=31789">https://data.ntsb.gov/Docket?ProjectID=31789</a>

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](#).