



# National Transportation Safety Board Aviation Incident Data Summary

<b>Location:</b>	MIAMI, FL	<b>Incident Number:</b>	MIA941A043
<b>Date &amp; Time:</b>	01/01/1994, 0659 EST	<b>Registration:</b>	N648UA
<b>Aircraft:</b>	BOEING 767-322	<b>Injuries:</b>	169 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Analysis

THE AIRPLANE HAD BEEN PUSHED FROM THE GATE AND THE #1 ENGINE HAD BEEN STARTED. DURING ENGINE START OF THE #2 ENGINE, A HIGH FUEL FLOW WAS OBSERVED BY THE FLIGHT CREW AND A PASSENGER IN THE RIGHT SIDE OF THE AIRPLANE OBSERVED A FLAME AFT OF THE EXHAUST. THE PASSENGER SHOUTED 'FIRE', OPENED THE #2L DOOR AND DEPLOYED THE EMERGENCY ESCAPE SLIDE. THE PASSENGERS BEGAN AN UNCOMMANDED EVACUATION OF THE AIRPLANE. THE CAPTAIN WAS ADVISED BY A FLIGHT ATTENDANT THAT THE REMAINING PASSENGERS WANTED TO EVACUATE THE AIRPLANE AND THE CAPTAIN DIRECTED THAT THE #1L AND #1R DOORS BE OPENED AND THE EMERGENCY ESCAPE SLIDES UTILIZED. THE CAPTAIN SECURED THE ENGINES, ENTERED THE CABIN AND THEN STOPPED THE EVACUATION OF THE REMAINING 24 PEOPLE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: EMERGENCY PROCEDURE INITIATED BY AN UNQUALIFIED PERSON.

## Findings

Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: STANDING - ENGINE(S) OPERATING

### Findings

1. (C) EMERGENCY PROCEDURE - INITIATED - UNQUALIFIED PERSON

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Engineer	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	15061 hours (Total, all aircraft), 355 hours (Total, this make and model), 15061 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N648UA
<b>Model/Series:</b>	767-322 767-322	<b>Engines:</b>	2 Turbo Fan
<b>Operator:</b>	UNITED AIRLINES INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	4060
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>	MIA, 11 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 13000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 100°
<b>Temperature:</b>	23° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(MIA)	<b>Destination:</b>	CHICAGO, IL (ORD)

## Airport Information

<b>Airport:</b>	MIAMI INTERNATIONAL (MIA)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	7 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	162 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ANDREW A ALSTON	<b>Adopted Date:</b>	02/14/1995
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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