



National Transportation Safety Board Aviation Incident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | CHICAGO, IL | Incident Number: | CHI95IA028 |
| Date & Time: | 11/02/1994, 0920 CST | Registration: | N631US |
| Aircraft: | BOEING 747-251B | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General Aviation - Positioning | | |

Analysis

THE FLT CREW DISCONNECTED THE NUMBER ONE ENG CONSTANT SPEED DRIVE (CSD) DURING A FLT ON THE DAY PRIOR TO THIS INCIDENT WHEN ITS OIL PRESSURE LIGHT ILLUMINATED. DUE TO OTHER, UNRELATED MAINTENANCE, THE AIRPLANE'S NEXT REVENUE FLT WAS CANCELLED. SECOND SHIFT MECHANICS WERE ASSIGNED MAINTENANCE ON THE AIRPLANE. THE MECHANICS DECIDED TO TROUBLESHOOT THE UNIT. THE CSD WAS MECHANICALLY RECOUPLED AND THE ENG WAS STARTED. AFTER THE ENG START, THE START VALVE LIGHT FAILED TO GO OUT AND THE ENGINE WAS SHUT DOWN. A MECHANIC REMOVED THE MAIN CSD WIRING HARNESS CANNON PLUG TO HELP WITH THE TROUBLE SHOOTING PROCESS. THE START VALVE WAS REPLACED AND THE ENG WAS RUNUP. THE CSD CANNON PLUG WAS NOT CONNECTED AT THE CONCLUSION OF THE ENG RUNUP. AFTER SHUTDOWN THE START VALVE CHANGE WAS ENTERED INTO THE AIRPLANE MAINTENANCE RECORDS. THE MECHANIC WHO RECOUPLED THE CSD INFORMED THE LEAD MECHANIC OF HIS ACTION BEFORE HE LEFT FOR THE DAY. ACCORDING TO THE COMPANY, THE THIRD SHIFT MECHANICS DID NOT HAVE ENOUGH TIME TO CHANGE THE CSD. THE NUMBER ONE ENG WAS '...CLOSED UP [AND] THE AIRCRAFT WAS DISPATCHED.' DURING TAXI FROM LANDING THE CSD CAUGHT FIRE.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: inattentive maintenance service of the airplane by the mechanic who failed to disengage the constant speed drive (CSD) after the engine runup had been completed. A factor in this incident was the lead mechanic not performing maintenance record keeping after being informed that the CSD had been recoupled.

Findings

Occurrence #1: FIRE
Phase of Operation: TAXI - FROM LANDING

Findings

1. CONSTANT SPEED DRIVE - FIRE
2. (C) MAINTENANCE, SERVICE OF AIRCRAFT/EQUIPMENT - INATTENTIVE - COMPANY MAINTENANCE PERSONNEL
3. (F) MAINTENANCE, RECORDKEEPING - NOT PERFORMED - COMPANY MAINTENANCE PERSONNEL

Pilot Information

| | | | |
|---------------------------|-----------------------------------|-----------------------|----------|
| Certificate: | Airline Transport | Age: | 51 |
| Airplane Rating(s): | Multi-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| Flight Time: | 15000 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------|---|----------------------|-------------|
| Aircraft Make: | BOEING | Registration: | N631US |
| Model/Series: | 747-251B 747-251B | Engines: | 4 Turbo Jet |
| Operator: | NORTHWEST AIRLINES, INC. | Engine Manufacturer: | P&W |
| Operating Certificate(s) Held: | Flag carrier (121) | Engine Model/Series: | JT9D-7R4 |
| Flight Conducted Under: | Part 91: General Aviation - Positioning | | |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------|------------------------------|-------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Not Reported |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Unknown |
| Lowest Ceiling: | Unknown / 0 ft agl | Wind Speed/Gusts, Direction: | / , |
| Temperature: | | Visibility | 0 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | DETROIT, MI (DTW) | Destination: | CHICAGO, IL (ORD) |

Airport Information

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|----------------------|---------------------------|---------------------------|--|
| Airport: | CHICAGO O'HARE INTL (ORD) | Runway Surface Type: | |
| Runway Used: | 0 | Runway Surface Condition: | |
| Runway Length/Width: | | | |

Wreckage and Impact Information

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|----------------------|--------|---------------------|-----------|
| Crew Injuries: | 3 None | Aircraft Damage: | Minor |
| Passenger Injuries: | N/A | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

Investigator In Charge (IIC): FRANK S GATTOLIN Adopted Date: 03/27/1995

Investigation Docket: 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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