



National Transportation Safety Board Aviation Incident Final Report

Location:	NEWARK, NJ	Incident Number:	NYC871A087
Date & Time:	01/03/1987, 2315 MST	Registration:	N409PE
Aircraft:	BOEING 737-200	Aircraft Damage:	None
Defining Event:		Injuries:	10 Minor, 98 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

DURING DESCENT PRIOR TO THE APPROACH TO NEWARK, NJ THE B737 CREW ATTEMPTED TO START THE APU. THE APU FAILED TO START. DURING LNDG ROLL ANOTHER ATTEMPT TO START THE APU RESULTED IN A FIRE WARNING LIGHT. THE FIRE BOTTLE WAS DISCHARGED BUT THE FIRE WARNING REMAINED ILLUMINATED. THE CAPT ORDERED AN EVACUATION WHILE PARKED ON A TAXIWAY. SOME PASSENGERS EXITED THRU THE OVERWING EXIT ON THEIR OWN. SOME OF THESE PASSENGERS WERE INJURED GETTING OFF ON THE WING. INSPECTION OF THE APU REVEALED NO FIRE DAMAGE. POST ACC TEST RESULTS SHOWED THAT THE UNIT HAD TURBINE BLADES BURNED AND ERODED, FUEL CONTROL CRACKING PRESSURE SET HIGHER THAN SPECIFIED, AND THE ELECTRICAL HARNESS WIRES TO THE FUEL SOLENOID CONNECTOR WERE REVERSED.

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: LANDING - ROLL

Findings

1. (C) FIRE WARNING SYSTEM - FALSE INDICATION
2. (C) AUXILIARY POWER UNIT - INOPERATIVE
3. APU - NOT MAINTAINED - COMPANY MAINTENANCE PERSONNEL
4. IMPROPER USE OF PROCEDURE - COMPANY MAINTENANCE PERSONNEL
5. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT

Occurrence #2: MISCELLANEOUS/OTHER
Phase of Operation: OTHER

Findings

6. (F) CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/13/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4956 hours (Total, all aircraft), 2370 hours (Total, this make and model), 3392 hours (Pilot In Command, all aircraft), 190 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N409PE
Model/Series:	737-200 737-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Transport	Serial Number:	19026
Landing Gear Type:	Retractable - Tricycle	Seats:	118
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	89850 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	45500 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	JT8D-7B
Registered Owner:	PEOPLES EXPRESS	Rated Power:	14500 lbs
Operator:	PEOPLES EXPRESS	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	CONTINENTAL AIR	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	NORFOLK, VA (ORF)	Type of Flight Plan Filed:	VFR/IFR
Destination:	NEWARK, NJ (EWR)	Type of Clearance:	IFR
Departure Time:	1030 EST	Type of Airspace:	Class D

Airport Information

Airport:	NEWARK (EWR)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	18 ft	Runway Surface Condition:	
Runway Used:	4R	IFR Approach:	Visual
Runway Length/Width:	9800 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	None
Passenger Injuries:	10 Minor, 93 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	10 Minor, 98 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	V	MARCANTELLI	Report Date:	07/10/1989
Additional Participating Persons:				
Publish Date:				
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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).