



National Transportation Safety Board Aviation Incident Data Summary

Location:	NEWARK, NJ	Incident Number:	NYC87IA087
Date & Time:	01/03/1987, 2315 MST	Registration:	N409PE
Aircraft:	BOEING 737-200	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

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

Pilot Information

Certificate:	Airline Transport	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
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	Engines:	2 Turbo Fan
Operator:	PEOPLES EXPRESS	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	JT8D-7B
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Witness
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	NORFOLK, VA (ORF)	Destination:	NEWARK, NJ (EWR)

Airport Information

Airport:	NEWARK (EWR)	Runway Surface Type:	Asphalt; Concrete
Runway Used:	4R	Runway Surface Condition:	
Runway Length/Width:	9800 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): V MARCANTELLI Adopted Date: 07/10/1989

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.