



National Transportation Safety Board

Aviation Incident Data Summary

Location:	CHICAGO, IL	Incident Number:	CHI87IA201
Date & Time:	09/02/1987, 1905 CDT	Registration:	N8078U
Aircraft:	MCDONNELL DOUGLAS DC-8-71	Injuries:	1 Minor, 126 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

SMOKE DETECTED IN THE CABIN RESULTED IN AN EVACUATION OF THE AIRCRAFT JUST AFTER BEING PUSHED BACK FROM THE JET-WAY. SUBSEQUENT INVESTIGATION ESTABLISHED THAT A MALFUNCTIONING PACK VALVE HAD CAUSED THE AIR-CONDITIONING SYSTEM TO OVERHEAT CAUSING THE SMOKE. THE EMERGENCY SLIDE AT DOOR 2R INFLATED PARTIALLY INSIDE THE ACFT AND WAS NOT USABLE. AT THE TIME OF INITIAL INVESTIGATION THE SLIDE TRAY DOOR FROM 2R WAS FOUND LYING ON THE FLOOR INSIDE THE ACFT. EXITS 1L, 2L, 4L, 4R AND FOUR OVER WING EXITS WERE USED (THE CAPT HAD LOWERED THE FLAPS TO FULL DOWN FOR THE EVACUATION). IT WAS DETERMINED DURING INVESTIGATION THAT THE DOOR WAS NOT OPENED FULLY ENOUGH FOR EXIT 2R TO OPERATE PROPERLY. UAL MODIFIED THE TRAINING TO EMPHASIZE THE DOOR OPENING PROCEDURE. THE FA SAID SHE PULLED THE (MANUAL INFLATION) HANDLE ON 2R.

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: STANDING - STARTING ENGINE(S)

Findings

1. (C) AIR COND/HEATING/PRESSURIZATION, SAFETY VALVE - FAILURE, TOTAL
2. (C) AIR COND/HEATING/PRESSURIZATION - OVERTEMPERATURE
3. (C) FUSELAGE, CABIN - SMOKE
4. (F) EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
5. (F) EVACUATION - PERFORMED - PILOT IN COMMAND

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

Findings

6. (F) MISC EQPT/FURNISHINGS, SLIDES - MOVEMENT RESTRICTED
7. (F) EMERGENCY PROCEDURE - IMPROPER - FLIGHT ATTENDANT

Pilot Information

Certificate:	Airline Transport	Age:	54
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	14591 hours (Total, all aircraft), 5102 hours (Total, this make and model), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCDONNELL DOUGLAS	Registration:	N8078U
Model/Series:	DC-8-71 DC-8-71	Engines:	4 Turbo Fan
Operator:	UNITED AIRLINES	Engine Manufacturer:	CFM
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	56-2C1
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	ORD, 667 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots / , 30°
Temperature:	16° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	(ORD)	Destination:	SACRAMENTO, CA (SMF)

Airport Information

Airport:	O'HARE INTERNATIONAL (ORD)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	8 None	Aircraft Damage:	None
Passenger Injuries:	1 Minor, 118 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): STEVE WILSON 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.