



National Transportation Safety Board Aviation Incident Final Report

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|-------------------------|----------------------|-------------------------|------------|
| Location: | ANCHORAGE, AK | Incident Number: | ANC871A077 |
| Date & Time: | 06/09/1987, 0855 AKD | Registration: | N766AS |
| Aircraft: | BOEING 727-90C | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 11 Minor |

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE MECHANIC IN CHARGE OF TAXIING THE BOEING 727 ALLOWED AN UNAUTHORIZED AVIONICS TECHNICIAN TO OCCUPY THE PILOT SEAT. THEY INADVERTENTLY DEACTIVATED THE BRAKE PRESSURIZATION SYSTEM AND STRUCK A PASSENGER JETWAY AT THE TERMINAL GATE. AN ENSUING FIRE DESTROYED THE AIRPLANE AND A COMPANY GROUND VEHICLE AND EXTENSIVELY DAMAGED THE JETWAY. THE TERMINAL GATE WAS ALSO DAMAGED. A TOTAL OF 11 PERSONS WERE INJURED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI

Findings

1. OBJECT - AIRPORT FACILITY
2. (C) BRAKES(NORMAL) - INADVERTENT DEACTIVATION - COMPANY MAINTENANCE PERSONNEL
3. (F) PLANNING/DECISION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
4. (C) CHECKLIST - NOT USED - COMPANY MAINTENANCE PERSONNEL

Occurrence #2: FIRE

Phase of Operation: OTHER

Factual Information

Pilot Information

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|---------------------------|--------------|-----------------------------------|--------|
| Certificate: | None | Age: | , Male |
| Airplane Rating(s): | None | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Unknown None | Last FAA Medical Exam: | |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------------------|--------------------------------|--------------------|
| Aircraft Make: | BOEING | Registration: | N766AS |
| Model/Series: | 727-90C 727-90C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Transport | Serial Number: | 19728 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 76 |
| Date/Type of Last Inspection: | 06/08/1987, Continuous Airworthiness | Certified Max Gross Wt.: | 169000 lbs |
| Time Since Last Inspection: | | Engines: | 3 Turbo Fan |
| Airframe Total Time: | 49937 Hours | Engine Manufacturer: | P&W |
| ELT: | Installed, not activated | Engine Model/Series: | JT8D-9A |
| Registered Owner: | ALASKA AIRLINES | Rated Power: | 14500 lbs |
| Operator: | ALASKA AIRLINES | Operating Certificate(s) Held: | Flag carrier (121) |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | ANC, 144 ft msl | Distance from Accident Site: | 4 Nautical Miles |
| Observation Time: | 0845 ADT | Direction from Accident Site: | 270° |
| Lowest Cloud Condition: | Unknown / 0 ft agl | Visibility | 60 Miles |
| Lowest Ceiling: | Overcast / 10000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 300° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 8°C / 3°C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 0000 | Type of Airspace: | |

Airport Information

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|----------------------|-------------------------------|---------------------------|---------|
| Airport: | ANCHORAGE INTERNATIONAL (ANC) | Runway Surface Type: | Macadam |
| Airport Elevation: | 144 ft | Runway Surface Condition: | Dry |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|---------------------|----------|----------------------|-----------|
| Crew Injuries: | 2 Minor | Aircraft Damage: | Destroyed |
| Passenger Injuries: | N/A | Aircraft Fire: | On-Ground |
| Ground Injuries: | 9 Minor | Aircraft Explosion: | None |
| Total Injuries: | 11 Minor | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | MARC STELLA | Report Date: | 07/10/1989 |
| Additional Participating Persons: | ROBERT L HOFFMAN; ANCHORAGE, AL GERALD R EDICK; ANCHORAGE, AL | | |
| 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/ . | | |

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).