
Boeing 757 slide loss on climbout from Seattle, October 16, 1997

Micro-summary: On rotation, an overwing slide detached and fell off.

Event Date: 1997-10-16 at 830 PDT


Investigative Body: National Transportation Safety Board (NTSB), USA

Investigative Body's Web Site: <http://www.nts.gov/>

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		NTSB ID: FTW98IA019		Aircraft Registration Number: N581UA	
		Occurrence Date: 10/16/1997		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place SEATTLE		State WA	Zip Code 98158	Local Time 0830	Time Zone PDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 757-222		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>HISTORY OF FLIGHT</p> <p>On October 16, 1997, between 0830 Pacific daylight time and 1127 mountain daylight time, a Boeing 757-222, N581UA, owned and operated by United Airlines, Inc., sustained minor damage when the left off-wing evacuation slide separated from the airplane during its flight from Seattle, Washington, to Denver, Colorado. There were no injuries to the airline transport-rated captain, airline transport-rated first officer, 6 flight attendants, and 188 passengers. Visual meteorological conditions prevailed, and an IFR flight plan had been filed. The airplane was being operated as Flight 724 in scheduled domestic passenger service under Title 14 CFR Part 121 when the incident occurred. The flight departed Seattle at 0830.</p> <p>The first officer was flying the airplane. As the airplane was rotated for liftoff, the captain noticed that the EICAS (engine indication and crew alerting system) "EMERGENCY DOOR" light had illuminated. According to United's Boeing 757/767 Flight Manual, if pressurization is normal --- and it was --- the crew need not take further action. During the descent for landing, a flight attendant said she heard a loud noise from the left side of the airplane. The airplane landed uneventfully at Denver at 1127.</p> <p>DAMAGE TO AIRCRAFT</p> <p>Postincident inspection disclosed the left off-wing slide had separated from the airplane. The slide was never recovered. There was a 1-1/2 inch tear in the left inboard flap near the trailing edge, a 1-inch tear in the evacuation slide access door, a 9-inch horizontal tear in the honeycomb fillet panel, and a 20-inch tear in the fuselage skin between F.S. (fuselage station) 1420 and 1440. Repair costs were estimated at \$75,000.</p> <p>AIRCRAFT INFORMATION</p> <p>According to United Airlines, there had been a routine replacement of the left off-wing evacuation slide on the evening before the incident. One of two mechanics involved in replacing the slide was interviewed on November 4, 1997. The mechanic, a 12-year veteran with United, said this was the second time he had replaced the off-wing slide, the first time occurring some 10 years before. The replacement was made during the hours of darkness, using a flashlight and referencing Boeing 757 Maintenance Manuals 25-65-00 and 25-65-01. After installing the slide, he closed the panel and, following the instructions placarded on the maintenance access door, placed the actuator handle in the horizontal position. He said he had never received any training for installing the off-wing slide.</p> <p>ADDITIONAL INFORMATION</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION

NTSB ID: FTW98IA019

Occurrence Date: 10/16/1997


Occurrence Type: Incident


Narrative (Continued)

In a meeting with Boeing officials that same day, it was revealed that since the airplane entered service in November 1984, there had been four other incidents similar to that involving N581UA. The first incident also involved United Airlines and occurred on June 8, 1993, in Los Angeles California. The incident was investigated by NTSB's Southwest Regional Office (see LAX 93-I-A245).

The second incident occurred on September 23, 1995, at Newark, New Jersey, and involved Continental Airlines. On rotation for liftoff, the EICAS illuminated. The flight continued to Houston, Texas. After landing, it was discovered that the right overwing slide had deployed and was hanging off the right wing. The third incident occurred on November 15, 1995, during a test flight at Everett, Washington. The airplane involved was scheduled to be delivered to Northwest Airlines. The last incident occurred on June 24, 1997, at Dallas-Fort Worth, Texas, and involved American Airlines. The Emergency Doors EICAS light illuminated shortly after takeoff. The airplane returned and landed uneventfully. American Airlines officials said the slide had hung in the slipstream for approximately 10 seconds before separating, causing a discernible airframe vibration.

As a result of these incidents, Boeing issued Service Bulletin (S.B.) 757-25-0182, dated October 10, 1996, and revised it on June 12, 1997. It calls for the replacement of the lockbase retainer and the bearing for the door latch tube, and relocating the door sensor to a forward position on the slide compartment door to enable a more positive indication that the slide compartment door is latched.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: FTW98IA019			
		Occurrence Date: 10/16/1997			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer Boeing		Model/Series 757-222		Serial Number 26701	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 207	Certified Max Gross Wt.	230000 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: P&W	Model/Series: PW-2037(M)	Rated Power: 38200 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 09/1997	Time Since Last Inspection 258 Hours	Airframe Total Time 15521 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner UNITED AIRLINES, INC.		Street Address 1200 ALGONQUIN RD.			
		City ELK GROVE TWNSP	State IL	Zip Code 60007	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code: UALA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: FTW98IA019
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First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 56
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Commercial; Flight Engineer

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 09/1997
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	20997	4346								
Pilot In Command(PIC)		4346								
Instructor										
Last 90 Days		238								
Last 30 Days		76								
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point Same as Accident/Incident Location	State	Airport Identifier SEA	Departure Time 0830	Time Zone PDT
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Destination DENVER	State CO	Airport Identifier DEN	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing:
Company

Method of Briefing:

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SEA	0856	PDT	429 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			16000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 6 SM	Altimeter: 30.00	"Hg
Temperature: 11 °C	Dew Point: 11 °C	Wind Direction:		Density Altitude: 0	Ft.
Wind Speed: Light and Variable	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information		
Aircraft Damage: Minor	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants				6	6
Other Crew					
Passengers				188	188
- TOTAL ABOARD -				196	196
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	196	196

National Transportation Safety Board

FACTUAL REPORT

AVIATION



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Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

ARNOLD W. SCOTT

Additional Persons Participating in This Accident/Incident Investigation:

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