
APU fire on ground, Boeing 767, February 20, 1996

Micro-summary: This Boeing 767 experienced an APU fire, prompting an evacuation.


Event Date: 1996-02-20 at 0715 PST


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


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

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		NTSB ID: SEA96LA062		Aircraft Registration Number: N125DL		
		Occurrence Date: 02/20/1996		Most Critical Injury: Serious		
		Occurrence Type: Accident		Investigated By: NTSB		
Location/Time						
Nearest City/Place PORTLAND		State OR	Zip Code 97223	Local Time 0715	Time Zone PST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:		
Aircraft Information Summary						
Aircraft Manufacturer Boeing		Model/Series 767-332		Type of Aircraft Airplane		
Sightseeing Flight: No			Air Medical Transport Flight: No			
Narrative						
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On February 20, 1996, approximately 0715 Pacific standard time (PST), a Boeing 767-332, N125DL, experienced an APU exhaust fire at Portland International Airport, Portland, Oregon. None of the flight or cabin crew were injured, but three of the 135 passengers received minor injuries, and one sustained a serious injury. The scheduled Part 121 domestic passenger flight had come to a stop while taxiing for takeoff in VFR conditions. The intended destination was Los Angeles International Airport.</p> <p>According to Delta Air Lines, the crew of another aircraft reported flames and smoke coming from the APU exhaust of the 767 while it was taxiing for takeoff. The 767 crew shut the APU down, and began coordination with their dispatch for returning to the gate. They were then directed by Portland Tower to hold position and shut down the aircraft's engines. Soon thereafter, Portland Tower advised the crew that the Fire Marshall had said to evacuate the aircraft because there was still smoke coming out of the exhaust. The flight crew then activated the APU fire bottle and initiated the evacuation, which was carried out via the evacuation slides at the door exits. According to the cabin crew, although some passengers were hesitant about jumping onto the slides, the evacuation proceeded in a calm and orderly manner. One passenger sustained an ankle fracture during the evacuation process.</p> <p>After the accident, the aircraft was inspected for smoke and/or fire damage to the structure, and none was found. The aircraft was then ferried to Los Angeles International Airport, where the APU was removed and sent to Delta's APU shop in Atlanta for inspection. As a result of that inspection, during which the engine "...torched on start," it was determined that both the fuel control unit and the gearbox shutoff valve needed to be replaced. Once those units had been replaced, the APU was test run with no further discrepancies.</p>						
FACTUAL REPORT - AVIATION						
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA96LA062				
		Occurrence Date: 02/20/1996				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name PORTLAND INTERNATIONAL		Airport ID: PDX	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Boeing		Model/Series 767-332		Serial Number 24075		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 262	Certified Max Gross Wt. 345000 LBS		Number of Engines: 2	
Engine Type: Turbo Fan		Engine Manufacturer: GE		Model/Series: CF6-80A2	Rated Power: 56000 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 02/1996	Time Since Last Inspection 32 Hours		Airframe Total Time 26272 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner WILMINGTON TRUST COMPANY		Street Address RODNEY SQUARE N.				
		City WILMINGTON		State DE	Zip Code 19890	
Operator of Aircraft DELTA AIR LINES		Street Address 1030 DELTA BLVD.				
		City ATLANTA		State GA	Zip Code 30320	
Operator Does Business As:				Operator Designator Code: DALA		
- 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						
FACTUAL REPORT - AVIATION						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: SEA96LA062
	Occurrence Date: 02/20/1996
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 59
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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

Airplane Rating(s): Multi-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: 11/1995
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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	21000	4101								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	223	223								
Last 30 Days										
Last 24 Hours	11	11								

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 PDX	Departure Time 0000	Time Zone
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Destination LOS ANGELES	State CA	Airport Identifier LAX	
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Type of Clearance: None

Type of Airspace: Class D

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
PDX	0656	PST	74 Ft. MSL	1 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2900 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		4200 Ft. AGL		Visibility: 7 SM	Altimeter: 29.00 "Hg
Temperature: 8 °C	Dew Point: 4 °C	Wind Direction: 180		Density Altitude: Ft.	
Wind Speed: 16	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: None	Aircraft Fire: Ground	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		1	3	131	135
- TOTAL ABOARD -		1	3	139	143
Other Ground	0	0	0		0
- GRAND TOTAL -	0	1	3	139	143

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: SEA96LA062

Occurrence Date: 02/20/1996

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

ORRIN K. ANDERSON

Additional Persons Participating in This Accident/Incident Investigation:

ERNIE KEENER
PORTLAND FSDO