
Inadvertent evacuation involving a parked Boeing 737-500 at Eugene Airport, Eugene Oregon, on December 25, 1997

Micro-summary: While parked, smoke from the #2 engine of this Boeing 737-500 triggered an evacuation.

Event Date: 1997-12-25 at 2319 PST


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


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


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		NTSB ID: SEA981A027		Aircraft Registration Number: N918UA	
		Occurrence Date: 12/25/1997		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place EUGENE		State OR	Zip Code 97402	Local Time 2319	Time Zone PST
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 737-522		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 December 25, 1997, at 2319 Pacific standard time, a Boeing 737-522, N918UA, flight number 318, registered to and operated by United Airlines as a 14 CFR Part 121 scheduled passenger transport, was standing at the gate at the Eugene, Oregon, Airport and in the process of deplaning passengers when the Captain ordered an emergency evacuation after ground personnel reported a fire in the number 2 engine. Visual meteorological conditions prevailed at the time and an instrument flight rules flight plan had been filed for the flight. The airplane was not damaged. The two airline transport rated pilots, three flight attendants, and 100 passengers were not injured. The flight had originated from San Francisco, California, about one hour and 30 minutes before the incident.</p> <p>United Airlines personnel reported that the flight crew was told to expect ground power to be hooked to the airplane at the gate. The aircraft was taxied to the gate and the jetway was positioned to the 1 left door.</p> <p>While the passengers were beginning to deplane, the captain positioned the fuel levers to "cutoff" to shutdown both engines. The ground power had not yet been connected and the airplane went dark. The captain then positioned both fuel levers back to the "idle" position. Immediately following this action, ground crew noticed smoke and notified the flight crew of a fire in the number two engine. The captain immediately initiated an evacuation by using the PA system. The flight crew then performed the checklist procedures and when they got to the position of the fuel levers step in the list, the captain noticed that the fuel levers were in the "idle" position. The captain then positioned the fuel levers to the "cutoff" position. The smoke began to dissipate from the engine and the all clear signal was given by the ground crew.</p> <p>After the smoke dissipated, the captain cancelled the evacuation. Approximately 20 passengers had deplaned via the 2-right slide to the ground. Another 10 to 20 passengers went out the over wing exit. When the evacuation was cancelled, the passengers that had not reached the ground, came back inside the cabin and exited via the 1-left door. The slide at 2-left did not deploy as the door had not been re-armed. The flight attendant reported that the event was over before the door could be closed and the slide re-armed.</p> <p>Mechanics inspected the engine and reported that there was no indication of an actual fire and suspected that when the fuel lever was positioned to the "idle" position, the fuel valve opened and jet fuel was injected into the decelerating hot engine.</p>					
FACTUAL REPORT - AVIATION					
Page 1					

		NTSB ID: SEA98IA027				
		Occurrence Date: 12/25/1997				
		Occurrence Type: Incident				
Landing Facility/Approach Information						
Airport Name MAHLON SWEET FIELD		Airport ID: EUG	Airport Elevation 365 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition: Dry						
Type Instrument Approach:						
VFR Approach/Landing:						
Aircraft Information						
Aircraft Manufacturer Boeing		Model/Series 737-522		Serial Number 25385		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 149	Certified Max Gross Wt. 131000 LBS		Number of Engines: 2	
Engine Type: Turbo Fan		Engine Manufacturer: Cfm		Model/Series: 56-3	Rated Power: 20000 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 11/1997	Time Since Last Inspection 228 Hours		Airframe Total Time 18287 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?		ELT Operated?		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner UNITED AIRLINES		Street Address P.O. BOX 66100				
		City CHICAGO		State IL	Zip Code 60666	
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: UAIA		
- 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: SEA981A027
	Occurrence Date: 12/25/1997
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 32
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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; Flight Instructor; Commercial; Flight Engineer

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

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine; Instrument Airplane

Type Rating/Endorsement for Accident/Incident Aircraft? Yes Current Biennial Flight Review?

Medical Cert.: Class 1 Medical Cert. Status: Valid Medical--no waivers/lim. Date of Last Medical Exam: 11/1997

- 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	6300	853								
Pilot In Command(PIC)		853								
Instructor										
Last 90 Days	118									
Last 30 Days	42									
Last 24 Hours	4									

Seatbelt Used? Yes Shoulder Harness Used? Yes Toxicology Performed? No Second Pilot? Yes

Flight Plan/Itinerary

Type of Flight Plan Filed: IFR				
Departure Point	State	Airport Identifier	Departure Time	Time Zone
SAN FRANCISCO	CA	SFO	2150	PST
Destination	State	Airport Identifier		
Same as Accident/Incident Location				


Type of Clearance:

Type of Airspace:

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
225	2256	PST	365 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: Overcast		400 Ft. AGL		Visibility: 6 SM	Altimeter: 30.00 "Hg
Temperature: 2 °C	Dew Point: 1 °C	Wind Direction: 350		Density Altitude: Ft.	
Wind Speed: 4	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: 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				3	3
Other Crew					
Passengers				100	100
- TOTAL ABOARD -				105	105
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	105	105

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: SEA98IA027

Occurrence Date: 12/25/1997

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

DEBRA J. ECKROTE

Additional Persons Participating in This Accident/Incident Investigation:

FAA-FSDO

PORTALND, OR 97124