



National Transportation Safety Board Aviation Accident Data Summary

Location:	SAN FRANCISCO, CA	Accident Number:	DCA85AA015
Date & Time:	02/19/1985, 1016 PST	Registration:	N4522V
Aircraft:	BOEING 747 SP-09	Injuries:	2 Serious, 271 None
Flight Conducted Under:	Part 129: Foreign		

Analysis

WHILE ABV A CLOUD LAYER (TOP AT FL 370) NR THE JET STREAM, AUTOPLT WAS ENGAGED & WAS IN THE PERFORMANCE MNGMNT SYS (PMS)MODE. THE PMS PROVIDED PITCH GUIDANCE TO HOLD FL 410, ROLL GUIDANCE TO AILERONS & SPOILERS FOR ROLL CTL & AUTOTHROTTLE TO MAINT .85 MACH (254 KIAS). ACFT ENCOUNTERED CLR AIR TURBC & AIRSPEED BGN TO VARY BTN .84 & .88 MACH. PMS BGN MOVING THROTTLES FORE & AFT TO HOLD .85 MACH. DRG AUTOTHROTTLE ADJUSTMENTS, #4 ENG THRUST DECREASED & 'HUNG' AT APRX 1.0 EPR & AIRSPEED BGN DECREASING. FLT ENGINEER ATMTD TO MANUALLY RCVR THE #4 ENG THRUST, BUT DID NOT CLOSE THE BLEED AIR VLV BFR ADJUSTING THE #4 THROTTLE. THE #4 ENG REMAINED AT APRX 1.0 EPR. AS THE ACFT SLOWED, AUTOPLT TRIMMED TO HOLD ALT & HDG TIL THE PLT DISENGAGED IT. AT THAT TIME, ACFT ROLLED/YAWED RGT & ENTERED AN UNCTLD DSCNT INTO THE CLOUDS. AS IT BROKE OUT OF THE CLOUDS AT 11,000', CREW RCVRD & LVLD AT 9500'. DRG DSCNT/RCVRY, ACFT WAS DMGD BY ACCELERATION FORCES & HI SPEED. THERE WAS EVIDENCE THE PLT WAS PREOCCUPIED WITH ENG PRBLM, DIDN'T MONITOR INSTRUMENTS & OVER-RELIED ON AUTOPLT.

Probable Cause

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - WINDSHEAR
3. (F) WEATHER CONDITION - TURBULENCE,CLEAR AIR
4. POWERPLANT CONTROLS - IMPROPER USE OF
5. (C) FLIGHT/NAVIGATION INSTRUMENT(S) - INATTENTIVE - PILOT IN COMMAND
6. (C) DIVERTED ATTENTION - PILOT IN COMMAND
7. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
8. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
10. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ALTITUDE DEVIATION,UNCONTROLLED

Phase of Operation: CRUISE

Occurrence #3: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 11. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
- 12. LEVEL OFF - PERFORMED

Pilot Information

Certificate:	Airline Transport	Age:	55
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	15494 hours (Total, all aircraft), 3748 hours (Total, this make and model), 254 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N4522V
Model/Series:	747 SP-09 747 SP-09	Engines:	4 Turbo Fan
Operator:	CHINA AIRLINES	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	JT9D-7A
Flight Conducted Under:	Part 129: Foreign		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Unknown / 11000 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	TAIPEI, OF	Destination:	LOS ANGELES, CA (KLAX)

Wreckage and Impact Information

Crew Injuries:	1 Serious, 21 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 250 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): MARTIN SPEISER

Adopted 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/>.

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