

**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF AVIATION SAFETY
WASHINGTON, DC. 20594**

**SURVIVAL FACTORS GROUP CHAIRMAN'S
FACTUAL REPORT OF INVESTIGATION**

January 29, 1996

A. ACCIDENT

Operator : Atlantic Southeast Airlines, Flight 529
Aircraft : Embraer EMB-120RT, N256AS
Location : Carrollton, Georgia
Date : August 21, 1995
Time : 1253 EDT¹
NTSB No. : DCA-95-MA-054

B. SURVIVAL FACTORS GROUP

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¹ All times herein are eastern daylight time and based on the 24-hour clock unless otherwise noted.

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C. SUMMARY

On August 21, 1995, at 1253, eastern daylight time (EDT), an Embraer EMB-120RT, N256AS, airplane operated by Atlantic Southeast Airlines (ASA) crashed after departing the Atlanta Hartsfield International Airport (ATL), Atlanta, Georgia. The flight was a scheduled passenger flight carrying 26 passengers and a crew of three operating under the provisions of Title 14 Code of Federal Regulations (CFR) Part 135. The flight was operating in accordance with instrument flight rules (IFR). While climbing through 18,000 feet, the flightcrew declared an emergency and initially attempted to return to Atlanta. The pilots advised they were unable to maintain altitude and the airplane was vectored toward the Carrollton/West Georgia Regional Airport (CTJ), Carrollton, Georgia, for landing. The airplane came to rest in a field about 4 ½ miles southwest of the airport and it was destroyed by impact forces and post-crash fire. The captain and seven passengers received fatal injuries.

D. DETAILS OF THE INVESTIGATION

1. Aircraft Configuration

The cockpit was configured in the standard captain first officer arrangement. The

cockpit observer's seat was located in the cockpit entryway, and was not occupied at the time of the accident. The single occupancy aft facing flight attendant jumpseat was mounted to the aft side of the cockpit bulkhead adjacent to the L-1 boarding door.

There were 30 passenger seats. single occupancy forward facing left side of the cabin labeled 2A and 9 rows of double occupancy seat units on the right side of the 1B,C through 9B,C. The last row forward facing seat unit labeled and was attached to the aft cabin of the aft cabin bulkhead was a cargo compartment.

Overwing emergency exits were located at seats 5A, & 5C, and an door was located between seat on the right side of the cabin. The equipped with floor track lighting. There were no emergency evacuation slides on the airplane and none were required.

EMB 120 Cabin Diagram

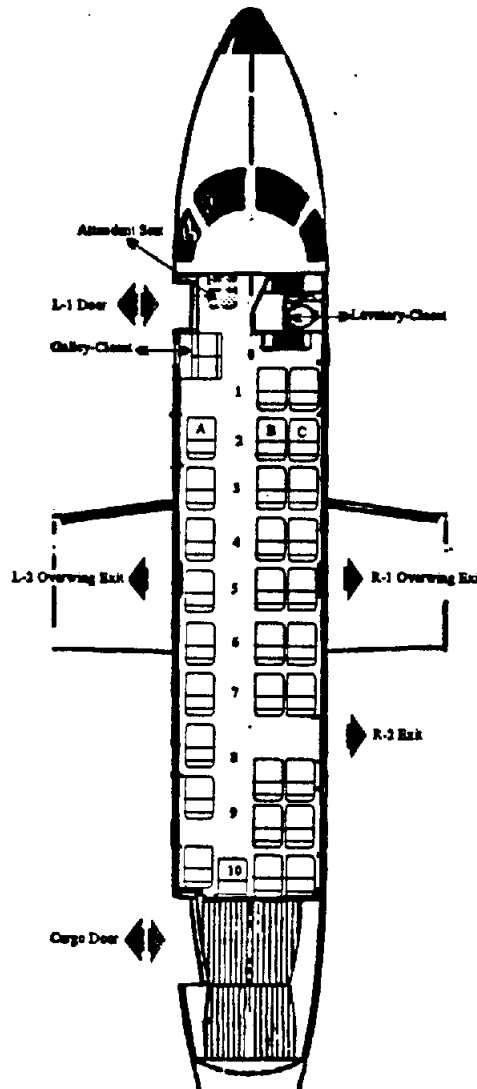


Figure 1

Eight rows of seats on the through 9A, forward facing cabin labeled was a 4 place 10A,B,C,D, bulkhead. Aft class "D" exits were emergency exit rows 7 and 8 cabin was emergency

2. Flight Attendant Information

Ms. Robin Colette Fech, a 37 year old female, occupied the forward flight attendant jumpseat.

Ms. Fech, was hired by Atlantic Southeast Airlines, Inc., on February 8, 1993. She completed her initial training on February 23, 1993, with no prior airline experience. Ms. Fech successfully completed her most recent recurrent training on the EMB-120, on January 14, 1994, and again on January 26, 1995. Ms. Fech also completed emergency procedures training on the ATR-72 on January 30 and February 9, 1994.

Flight Attendant Interview

Ms. Fech was interviewed by the Survival Factors Group on August 22, 1995. The following is a summary of that interview:

Ms. Fech, stated that she was based in Macon, Georgia, and that she was on the preceding flight to Atlanta. She stated that they were late coming into Atlanta and they did a quick turn around. She said that approximately 30 minutes into the flight from Atlanta to Gulfport, the airplane felt like it had been hit by another airplane. She said that smoke entered the cabin and that she believed that they were at or about cruising altitude, because she believed that the seatbelt sign had been turned off. She said that she stepped from the galley into the aisle and saw the passengers looking out the left windows. She

looked out a window and saw a “mangled piece of machinery hanging where the prop and the front part of the cowling was.” She closed all of the window shades and told the passengers that “a one engine landing can be done with no problem.” She noticed only one male passenger who became anxious so she spent several minutes with him calming him down. She went up and down the aisle instructing passengers to secure their seatbelts. Shortly thereafter she received a call from the cockpit informing her to prepare the cabin for an emergency landing in Atlanta. She said that she prepared the cabin by making an emergency announcement and stowing loose items and instructing the passengers on the brace position and pointing out the exits. F/A Fech had a male passenger seated in 5 exchange seats with a female passenger seated in row 10 who didn’t feel she could open the R-2 exit. The smoke in the cabin dissipated as time went on. She stated that from the time of the loud noise to the time of the accident was about 10 minutes. She said that when she was near the front of the cabin she looked out a window and saw tree tops. She immediately returned to her jumpseat and began screaming “Brace Position! Brace position! Stay down!”. “Remember to stay down until we come to a complete stop.”

Ms. Fech stated that after the crash she thought that she may have been unconscious, she was not sure. When she woke up she did not recall whether she still had her restraint on or not. She remembered that the ceiling had dropped down in front of her and that there was a hole in the galley that she might have to crawl through. She remembered seeing a fire and turned around and saw the passenger door some distance behind her. F/A Fech tried to get to the L-1 door after getting up from her crewseat and yelled “get out, get out!” She said that she ran through the fire to get out and that there