



Aviation Investigation Final Report

Location:	JANESVILLE, Wisconsin	Accident Number:	CHI92LA206
Date & Time:	July 2, 1992, 00:50 Local	Registration:	N7467U
Aircraft:	BOEING 727-200	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 136 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

THE OPERATOR REPORTED THAT THE FLIGHT WAS DESCENDING THROUGH 26,000 FT IN HEAVY RAIN, HAIL AND MODERATE TURBULENCE. THE FLIGHT CREW TURNED ON THE FASTEN SEAT BELT SIGN AND TOLD THE FLIGHT ATTENDANTS TO TAKE THEIR SEATS. BEFORE THE FLIGHT ATTENDANT IN THE AFT GALLEY COULD REACH HER SEAT, SHE WAS UPSET BY TURBULENCE AND BROKE HER ANKLE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE CAPTAIN'S DELAY IN ISSUING INSTRUCTIONS TO THE FLIGHT ATTENDANTS TO TAKE THEIR SEATS, AND HIS POOR CREW COORDINATION. A FACTOR IN THE ACCIDENT WAS THE TURBULENCE IN CLOUDS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT - NORMAL

Findings

1. WEATHER CONDITION - HAIL
2. WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS

4. (C) INSTRUCTIONS, WRITTEN/VERBAL - DELAYED - PILOT IN COMMAND
5. (C) CREW/GROUP COORDINATION - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 30, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14293 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N7467U
Model/Series:	727-200 727-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	21921
Landing Gear Type:	Retractable - Tricycle	Seats:	157
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	201000 lbs
Time Since Last Inspection:		Engines:	3 Turbo jet
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D
Registered Owner:	UNITED AIRLINES	Rated Power:	
Operator:	UNITED AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	UALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	Heavy - None - Rain		
Departure Point:	DENVER , CO (DEN)	Type of Flight Plan Filed:	IFR
Destination:	CHICAGO , IL (ORD)	Type of Clearance:	IFR
Departure Time:	21:47 Local	Type of Airspace:	Class A

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	ILS
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious, 6 None	Aircraft Damage:	None
Passenger Injuries:	130 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 136 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): La belle, James

Additional Participating Persons:

Original Publish Date: December 9, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15494>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).