



Aviation Investigation Final Report

Location:	CHICAGO, Illinois	Accident Number:	CHI93LA192
Date & Time:	June 4, 1993, 18:40 Local	Registration:	N345AT
Aircraft:	AEROSPATIALE ATR-72-212	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 67 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

APPROXIMATELY FIVE MINUTES AND TEN MILES SOUTHEAST OF O'HARE INTERNATIONAL AIRPORT, AMERICAN EAGLE FLIGHT 4126 ENCOUNTERED 'SEVERE VERTICAL TURBULENCE DURING CLIMB.' A FLIGHT ATTENDANT SUSTAINED A FRACTURED ANKLE DURING A FALL. THE FLIGHT DEPARTING CHICAGO O'HARE EN ROUTE TO CHAMPAIGN, ILLINOIS WAS ABORTED, AND THE CAPTAIN MADE AN UNEVENTFUL LANDING AT O'HARE AIRPORT. THE AIRCRAFT WAS UNDAMAGED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S IMPROPER IN-FLIGHT PLANNING/DECISION.

Findings

Occurrence #1: ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	46, Male
Airplane Rating(s):	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:	April 8, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8160 hours (Total, all aircraft), 774 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	AEROSPATIALE	Registration:	N345AT
Model/Series:	ATR-72-212 ATR 72-212	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	N345AT
Landing Gear Type:	Retractable - Tricycle	Seats:	68
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	47465 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	
Registered Owner:	SIMMONS AIRLINES	Rated Power:	
Operator:	SIMMONS AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	AMERICAN EAGLE	Operator Designator Code:	SIMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ORD ,667 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	18:50 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Scattered / 900 ft AGL	Visibility	9 miles
Lowest Ceiling:	Overcast / 1800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	CHAMPAIGN , IL (CMI)	Type of Clearance:	IFR
Departure Time:	18:35 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Serious, 3 None	Aircraft Damage:	None
Passenger Injuries:	64 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 67 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Dinwiddie, Carl
Additional Participating Persons:	MR. MARTIN; DES PLAINES , IL
Original Publish Date:	November 19, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15726

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](#).