



Aviation Investigation Final Report

Location:	LITTLE ROCK, Arkansas	Accident Number:	FTW92LA001
Date & Time:	October 5, 1991, 02:30 Local	Registration:	N17402
Aircraft:	BOEING 727-243	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 1 Minor, 52 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

A BOEING 727-200 ENCOUNTERED FORECASTED SEVERE TURBULENCE ASSOCIATED WITH A LINE OF THUNDERSTORMS WHILE IN CRUISE AT FLIGHT LEVEL 350. ALL THE PASSENGERS AND FLIGHT ATTENDANTS WERE SITTING DOWN AFTER THE CAPTAIN HAD TURNED ON THE SEAT BELT SIGN UPON ENCOUNTERING SOME LIGHT CHOP. CABIN SERVICE WAS NEARLY COMPLETED. A FLIGHT ATTENDANT GOT UP TO STOW A BEVERAGE CART IN THE AFT GALLEY WHEN SEVERE TURBULENCE WAS ENCOUNTERED FOR ABOUT 60 SECONDS. A CONVECTIVE SIGMET WAS IN EFFECT FOR THEIR ROUTE OF FLIGHT AND CALLED FOR A LINE OF THUNDERSTORMS 15 MILES WIDE, WITH TOPS TO FLIGHT LEVEL 450. THE CAPTAIN DID NOT DIRECT THE FLIGHT ATTENDANTS TO SECURE THE CABIN OR DISCONTINUE SERVICE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO SPECIFICALLY WARN THE FLIGHT ATTENDANTS OF THE HAZARDOUS CONDITIONS WARNINGS. A FACTOR WAS THE TURBULENCE.

Findings

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

Findings

1. WEATHER CONDITION - THUNDERSTORM
2. (F) WEATHER CONDITION - TURBULENCE(THUNDERSTORMS)
3. LIGHT CONDITION - DARK NIGHT
4. IN-FLIGHT WEATHER ADVISORIES - ISSUED - ATC PERSONNEL(ARTCC)
5. (C) UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	50, 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--w/ waivers/lim	Last FAA Medical Exam:	May 13, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 213 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N17402
Model/Series:	727-243 727-243	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	21265
Landing Gear Type:	Retractable - Tricycle	Seats:	157
Date/Type of Last Inspection:	October 1, 1991 Continuous airworthiness	Certified Max Gross Wt.:	172500 lbs
Time Since Last Inspection:	34 Hrs	Engines:	3 Turbo fan
Airframe Total Time:	35050 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	JT8D-9A
Registered Owner:	SECURITY PACIFIC EQUIP. LEASE	Rated Power:	14500 Horsepower
Operator:	CONTINENTAL AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	CALA

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:	Light - None - Ice crystals		
Departure Point:	CHICAGO , IL (ORD)	Type of Flight Plan Filed:	IFR
Destination:	HOUSTON , TX (IAH)	Type of Clearance:	IFR
Departure Time:	01:27 Local	Type of Airspace:	Class A;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, 1 Minor, 5 None	Aircraft Damage:	None
Passenger Injuries:	47 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 52 None	Latitude, Longitude:	34.750427,-92.279815(est)

Administrative Information

Investigator In Charge (IIC):	Casanova, Hector
Additional Participating Persons:	T. S PASIEWICZ; HOUSTON , TX
Original Publish Date:	March 31, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18393

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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](#).