



Aviation Investigation Final Report

Location:	GULF OF MEXICO,	Accident Number:	MIA86LA229
Date & Time:	August 5, 1986, 14:00 Local	Registration:	N32724
Aircraft:	BOEING 727-224	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 102 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

THE COMMERCIAL AIR CARRIER DOMESTIC FLIGHT WAS OPERATING IN AN AERA OF KNOWN THUNDERSTORM ACTIVITY AND ENCOUNTERED A JOLT OF TURBULENCE. THE PASSENGER WHO WAS INJURED DISREGARDED THE ILLUMINATED SEAT BELT SIGN AND TWO ANNOUNCEMENTS TO REMAIN SEATED BY THE FLIGHT ATTENDANTS.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER

Occurrence #2: ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation: CLIMB - TO CRUISE

Findings

2. (C) WEATHER CONDITION - TURBULENCE
3. (C) WEATHER EVALUATION - 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:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	16000 hours (Total, all aircraft), 9000 hours (Total, this make and model), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N32724
Model/Series:	727-224 727-224	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	20654
Landing Gear Type:	Retractable - Tricycle	Seats:	134
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	142000 lbs
Time Since Last Inspection:		Engines:	3 Turbo jet
Airframe Total Time:	41564 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT-8-15
Registered Owner:	CONTINENTAL AIRLINES INC.	Rated Power:	15000 Lbs thrust
Operator:		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:	Day
Observation Facility, Elevation:	LCH ,46 ft msl	Distance from Accident Site:	79 Nautical Miles
Observation Time:	13:49 Local	Direction from Accident Site:	24°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27°C / 24°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOUSTON , TX (HOU)	Type of Flight Plan Filed:	IFR
Destination:	FT.LAUDERDALE , FL (FLL)	Type of Clearance:	IFR
Departure Time:	13:30 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 95 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 102 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: ; FT. LAUDERDALE , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31688>

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](#).