



Aviation Investigation Final Report

Location:	FORT LAUDERDALE, Florida	Accident Number:	MIA99LA039
Date & Time:	December 1, 1998, 10:30 Local	Registration:	N414WF
Aircraft:	Aerospatiale ATR-72-212	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 51 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

The flight was at 4,000 feet when Air Traffic Control gave the crew a traffic report. The crew could not locate the traffic, because at the time they were flying in instrument meteorological conditions. About 3 minutes later the crew received a TCAS (traffic collision avoidance system) alert to climb. The flight climbed from 4,000 feet and leveled off at 5,300 feet. During the climb both flight attendants fell. One flight attendant broke her leg, the other was not injured. The flight attendants were standing completing their pre-landing duties when the event occurred. The pilot radioed ATC that he needed to have an ambulance meet the flight when it landed. The flight landed without further incident, and the flight attendant was taken to a local hospital.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: an abrupt maneuver in response to a traffic avoidance system alert, resulting in a flight attendant falling and breaking a leg.

Findings

Occurrence #1: ABRUPT MANEUVER
Phase of Operation: CRUISE

Findings

1. PULL-UP - INITIATED - PILOT IN COMMAND

Factual Information

On December 1, 1998, about 1030 eastern standard time, an Aerospatiale ATR-72-212, N414WF, registered to AMR Leasing Corporation Inc., and operated by American Eagle Inc., had a flight attendant injured while maneuvering, about 30 miles southeast of Fort Lauderdale, Florida. Visual meteorological conditions prevailed at the time, and an IFR flight plan was filed for the 14 CFR Part 121 scheduled passenger flight. The airplane was not damaged. The flightcrew of 2, 1 flight attendant, and 48 passengers reported no injuries. One flight attendant was seriously injured. The flight had departed from Nassau, Bahamas, at 0945.

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Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	42, 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):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 19, 1998
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	13000 hours (Total, all aircraft), 1700 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerospatiale	Registration:	N414WF
Model/Series:	ATR-72-212 ATR-72-212	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	414
Landing Gear Type:	Retractable - Tricycle	Seats:	68
Date/Type of Last Inspection:	AAIP	Certified Max Gross Wt.:	48567 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	10184 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PW 127
Registered Owner:	AMR LEASING CORP.	Rated Power:	1850 Horsepower
Operator:		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:	FLL	Distance from Accident Site:	
Observation Time:	11:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NASSUA , OF (NAS)	Type of Flight Plan Filed:	IFR
Destination:	(FLL)	Type of Clearance:	IFR
Departure Time:	09:45 Local	Type of Airspace:	Class B

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Serious, 3 None	Aircraft Damage:	None
Passenger Injuries:	48 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 51 None	Latitude, Longitude:	26.08929,-80.150886(est)

Administrative Information

Investigator In Charge (IIC):	Yurman, Alan
Additional Participating Persons:	STEVE GORDON; FT. LAUDERDALE , FL
Original Publish Date:	February 11, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45401

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](#).