



Aviation Investigation Final Report

Location:	ATHENS, Georgia	Accident Number:	MIA00LA108
Date & Time:	March 10, 2000, 13:10 Local	Registration:	N636AS
Aircraft:	Aerospatiale ATR-72-212	Aircraft Damage:	None
Defining Event:		Injuries:	1 Serious, 26 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

According to the pilot, the flight was at cruise at 15,000 feet agl, with the seat belt sign illuminated, and no weather echo returns indicated on the weather radar, when he passed through the edge of a cloud. The aircraft received a hard jolt followed by moderate turbulence that caused an unseated cabin crewmember to lose her footing and fall against a seat armrest. She sustained a fracture of the great right toe and the left ankle.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight attendant's failure to seat and belt herself during an inflight encounter with turbulence in clouds resulting in her losing foothold and falling against a passenger seat, sustaining a fractured ankle.

Findings

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

Findings
1. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS

Occurrence #2: MISCELLANEOUS/OTHER
Phase of Operation: CRUISE

Findings

2. (C) SEAT BELT SIGN - NOT COMPLIED WITH - FLIGHT ATTENDANT
3. MISCELLANEOUS - FLIGHT ATTENDANT

Factual Information

On March 10, 2000, about 1310 eastern standard time, an Aerospatiale ATR-72-212, N636AS, registered to First Security National Bank, NA, operated by Atlantic Southeast Airlines, Inc., as flight number 4163, a Title 14 CFR Part 121 scheduled air carrier flight, sustained a serious injury to a cabin crewmember while in cruise flight 12 miles northwest of Athens, Georgia, at 15,000 feet msl. The ATP-rated pilot, the commercially-rated copilot, another cabin crewmember, and 23 passengers were not injured. Visual meteorological conditions prevailed and an instrument flight plan had been filed. The flight originated from Atlanta about 20 minutes before the accident.

According to the pilot's statement, the flight was en route to Greenville-Spartanburg, at 15,000 feet msl, passing northwest of cloud buildups that did not show on the airborne weather radar, with the seat belt sign illuminated, when the aircraft passed through the edge of a cloud. The aircraft experienced a hard jolt, followed by moderate turbulence, after which the cockpit received a cabin interphone report that one flight attendant and two passengers received possible injuries. The pilot elected to continue to his destination, about 15 minutes away, and requested emergency medical personnel meet the flight. Upon landing, the two passengers were determined by medical personnel not to be seriously injured and were released. The flight attendant was transported to a hospital where it was determined she sustained fractures of the left ankle and right great toe. The aircraft was inspected for damage with negative findings.

The NTSB was notified by the airline's FAA Principal Operating Inspector on March 15, 2000, that the flight attendant had sustained a slightly displaced fracture of the distal fibula of the left ankle.

Pilot Information

Certificate:	Airline transport	Age:	36, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	January 10, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2700 hours (Total, all aircraft), 950 hours (Total, this make and model), 1850 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aerospatiale	Registration:	N636AS
Model/Series:	ATR-72-212 ATR-72-212	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	375
Landing Gear Type:	Retractable - Tricycle	Seats:	66
Date/Type of Last Inspection:	March 5, 2000 AAIP	Certified Max Gross Wt.:	48501 lbs
Time Since Last Inspection:	37 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	15862 Hrs	Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	127 PW
Registered Owner:	ATLANTIC SOUTHEAST AIRLINES	Rated Power:	2750 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	ASOA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AHN ,808 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	Broken / 2900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 19°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	ATLANTA , GA (ATL)	Type of Flight Plan Filed:	IFR
Destination:	GREENVILLE , SC (GSP)	Type of Clearance:	IFR
Departure Time:	12:50 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:	

Wreckage and Impact Information

Crew Injuries:	1 Serious, 3 None	Aircraft Damage:	None
Passenger Injuries:	23 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 26 None	Latitude, Longitude:	34.000755,-83.339103(est)

Administrative Information

Investigator In Charge (IIC):	Stone, Alan
Additional Participating Persons:	GEORGE JONES; ATLANTA , GA
Original Publish Date:	March 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=48795

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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](#).