



Aviation Investigation Final Report

Location:	CHARLESTON, Sout	h Carolina	Incident Number:	ATL85IA263
Date & Time:	August 29, 1985, 15	:30 Local	Registration:	N8832E
Aircraft:	BOEING	727-225	Aircraft Damage:	None
Defining Event:			Injuries:	7 Minor, 118 None
Flight Conducted Under:	Part 121: Air carrier	- Scheduled		

Analysis

THE FLIGHT WAS LEVEL AT 330 WHEN IT ENCOUNTERED TURBULANCE AND THE ARCRAFT MOVED AN ESTIMATED 200 FEET DOWN THEN UP BEFORE THE CREW COULD REGAIN ALTITUDE CONTROL. TWO FLIGHT ATTENDENTS AND SEVERAL PASSENGERS INITIALLY COMPLAINED OF INJURIES. NO DOCUMENTATION OF THESE INJURIES HAS BEEN RECEIVED. THE AIRCRAFT WAS INSPECTED AND RELEASED.

Probable Cause and Findings

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

Findings

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

Findings

1. WEATHER CONDITION - TURBULENCE IN CLOUDS

2. (C) COMMUNICATIONS - NOT USED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	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:			

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N8832E
Model/Series:	727-225 727-225	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20151
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 fan
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	JT8D-9
Registered Owner:	EASTERN AIRLINES	Rated Power:	14500 Lbs thrust
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	EAIA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Not reported
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ORLANDO , FL (MCO)	Type of Flight Plan Filed:	IFR
Destination:	PHILADELPHIA , PA (PHL)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used: 0	IFR Approach:
Runway Length/Width:	VFR Approach/Landing:

Wreckage and Impact Information

Crew Injuries:	2 Minor, 6 None	Aircraft Damage:	None
Passenger Injuries:	5 Minor, 112 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	7 Minor, 118 None	Latitude, Longitude:	32.779159,-79.930175(est)

Administrative Information

Investigator In Charge (IIC):	Fouts, Charles	
Additional Participating Persons:	DAVE ANDERSON;	
Original Publish Date:		
Last Revision Date:		
Investigation Class:	<u>Class</u>	
Note:		
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=6680	

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.