
Turbulence injuries, Boeing 757-2Q8, N755AT, March 2, 1997

Micro-summary: This Boeing 757 encountered turbulence in descent, injuring several people.


Event Date: 1997-03-02 at 0555 CST


Investigative Body: National Transportation Safety Board (NTSB), USA


Investigative Body's Web Site: <http://www.nts.gov/>

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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI97LA078		Aircraft Registration Number: N755AT	
		Occurrence Date: 03/02/1997		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place CHICAGO		State IL	Zip Code 60666	Local Time 0555	Time Zone CST
Airport Proximity: Unknown		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 757-2Q8		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On March 2, 1997, at 0555 central standard time, a Boeing 757-2Q8, N755AT, operating as Mexicana Airlines Flight 199, experienced turbulence approximately 120 miles south of Chicago, Illinois. The international 14 CFR Part 129 flight was descending through 26,000 feet. The flight departed Durango, Mexico, at 0335 with the intended destination of Chicago, Illinois. The airplane sustained no damage; however, of the 202 persons aboard, 18 suffered minor injuries and 4 sustained serious injuries. Visual meteorological conditions prevailed at the destination at the time of the accident.</p> <p>The Captain stated in his written statement that the turbulence began when the airplane descended through 26,000 feet and continued until 20,000 feet. He said that when passing through 26,000 he made an announcement to the passengers to take their seats. He said that during the turbulence he told passengers to fasten their seatbelts. He said that after the turbulence encounter the "Fasten Seatbelt" sign remained on.</p> <p>The First Officer, who was at the controls at the time of the turbulence encounter, said in his written report that descending through 28,000 feet he felt a little turbulence and discussed reducing penetration speed with the Captain, who agreed. He said that from 26,000 to 20,000 feet the airplane encountered severe turbulence with rate of climb reaching a 5,000 foot per minute descent and climb respectively. He said the auto pilot was turned off, and the turbulence lasted about two minutes. He said that while this was happening he told the Captain to turn on the "Fasten Seatbelt" light. He indicated that after the turbulence encounter the Captain took control of the airplane.</p> <p>A flight attendant described the turbulence encounter in her written statement stating that when it started she made an announcement for passengers to return to their seats and fasten their seatbelts. This announcement was given in English and Spanish. She indicated that the two most seriously injured passengers were in the lavatory when the turbulence encounter occurred.</p> <p>The company debriefed the crew. The company stated that the encounter was in clear air and they characterized it as "clear air turbulence." The company reported that the pilots received no previous warning of turbulence while in-flight. They did say that the Captain obtained meteorological information in Durango and talked with an arriving Captain who briefed him on the route conditions stating that he had encountered light to moderate occasional turbulence.</p> <p>The accident occurred on Sunday (March 2nd). Notification was received by the NTSB at 1008 on March 3rd. Prior to receiving notification, the airplane had been inspected by company maintenance personnel while in Chicago on the date of the incident and no external damage was found. The airplane was then returned to service and had made a return trip to Mexico the afternoon of the same day. There was no attempt to isolate the cockpit voice recorder or the digital flight data recorder prior to further operation of the airplane.</p>					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI97LA078			
		Occurrence Date: 03/02/1997			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer Boeing		Model/Series 757-2Q8		Serial Number 24965	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 220	Certified Max Gross Wt.	256000 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: P&W	Model/Series: PW 2040	Rated Power: 41300 LBS		
- Aircraft Inspection Information					
Type of Last Inspection AAIP	Date of Last Inspection	Time Since Last Inspection 806 Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner MEXICANA AIRLINES		Street Address 9841 AIRPORT BLVD., SUITE 200			
		City LOS ANGELES	State CA	Zip Code 90045	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As: MEXICANA AIRLINES			Operator Designator Code: CMDF		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 129: Foreign					
Type of Flight Operation Conducted: Scheduled; International; Passenger Only					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI97LA078	
	Occurrence Date: 03/02/1997	
	Occurrence Type: Accident	

First Pilot Information

Name On File	City	State On File	Date of Birth On File	Age 56
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Instructor

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 06/1996
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	19500	200	1500	18000						
Pilot In Command(PIC)	13500			13500						
Instructor	5000	50		5000						
Last 90 Days	150									
Last 30 Days	50									
Last 24 Hours	5									

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR	
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Departure Point DURANGO	State MX	Airport Identifier DGO	Departure Time 0335	Time Zone CST
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Destination Same as Accident/Incident Location	State	Airport Identifier ORD	
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Type of Clearance: IFR

Type of Airspace: Class A

Weather Information

Source of Briefing:
Company

Method of Briefing:

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ORD	0556	CST	666 Ft. MSL	120 NM	360 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: Overcast		2500 Ft. AGL	Visibility: 10 SM	Altimeter: 29.00	"Hg
Temperature: -1 °C	Dew Point: -4 °C	Wind Direction: 300		Density Altitude: Ft.	
Wind Speed: 10	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information		
Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/Foreign Oper.					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants			4	2	6
Other Crew					
Passengers		4	14	176	194
- TOTAL ABOARD -		4	18	180	202
Other Ground	0	0	0		0
- GRAND TOTAL -	0	4	18	180	202

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National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: CHI97LA078

Occurrence Date: 03/02/1997

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

STEPHEN A. WILSON

Additional Persons Participating in This Accident/Incident Investigation:

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