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## Turbulence injury, Boeing 757-2G7, January 11, 2000

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**Micro-summary:** This Boeing 757-2G7 experienced clear air turbulence, injuring a flight attendant.

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**Event Date:** 2000-01-11 at 2151 PST


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


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


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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).
  2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. ***Your company's flight operations manual is the final authority as to the safe operation of your aircraft!***
  3. Reports may or may not represent reality. Many many non-scientific factors go into an investigation, including the magnitude of the event, the experience of the investigator, the political climate, relationship with the regulatory authority, technological and recovery capabilities, etc. It is recommended that the reader review all reports analytically. Even a "bad" report can be a very useful launching point for learning.
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 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: LAX00LA072		Aircraft Registration Number: N909AW	
		Occurrence Date: 01/11/2000		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
<b>Location/Time</b>					
Nearest City/Place LAS VEGAS		State NV	Zip Code 89119	Local Time 2151	Time Zone PST
Airport Proximity: Unknown		Distance From Landing Facility:		Direction From Airport:	
<b>Aircraft Information Summary</b>					
Aircraft Manufacturer Boeing		Model/Series 757-2G7		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
<b>Narrative</b>					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On January 11, 2000, about 2151 hours Pacific standard time, America West Flight 2744, a Boeing 757-2G7, N909AW, encountered moderate to severe turbulence while cruising at 35,000 feet over Alamosa, Colorado. America West Airlines, Inc., operated the airplane as a domestic, scheduled passenger flight under the provisions of 14 CFR Part 121. The airline transport pilot rated captain, co-pilot, 2 flight attendants, and 38 passengers were not injured; 1 flight attendant suffered minor injuries while another flight attendant sustained serious injuries. The flight departed Columbus, Ohio, about 2036 eastern standard time and landed at its intended destination, Las Vegas (LAS), Nevada, at 2227 Pacific standard time. Visual meteorological conditions prevailed and an IFR flight plan had been filed.</p> <p>Approximately 2 hours from landing, the flight crew called the flight attendants to inform them that turbulence was expected (based on ATC ride reports) and to secure the cabin and galleys. The flight crew said the airplane had been slowed to 0.78 Mach when turbulence was encountered. A flight attendant reported that the seatbelt sign did not illuminate immediately after announcement, so they continued service. About 10-15 minutes passed before the flight crew activated the seatbelt sign, at which point the flight attendants expedited their service tasks. (One flight attendant reported that before the seatbelt signs turned on, the turbulence had been "mild.") As the flight attendants were completing their tasks, the airplane encountered about 4 seconds of moderate to severe turbulence. The flight attendants took the most conveniently located passenger seats.</p> <p>One flight attendant, now in seat 34C, did not fasten her seatbelt immediately. She was lifted into the air during the encounter. She hit the overhead compartment and fell on the armrest and then to the floor. The first flight attendant briefed the captain on the situation and verified that the passengers were uninjured. The captain contacted the contracted medical service company (Med-Link); and a Public Address (PA) announcement was made asking for onboard medical assistance. A former Emergency Medical Technician (EMT) responded and assisted the injured flight attendant. The captain reported to ATC that the flight had encountered moderate wave with "moderate turbulence plus," and recommended alternate routing for other aircraft. The flight continued to LAS without further incident.</p> <p>The flight crew was drug tested (negative results), and the airplane received a structural inspection after the mishap. No structural damage was found.</p>					
FACTUAL REPORT - AVIATION					
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		Occurrence Date: 01/11/2000			
		Occurrence Type: Accident			
<b>Landing Facility/Approach Information</b>					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
<b>Aircraft Information</b>					
Aircraft Manufacturer Boeing		Model/Series 757-2G7		Serial Number 24522	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 196	Certified Max Gross Wt.	240000 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: Rolls-Royce	Model/Series: RB211-535E4	Rated Power: 43000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection AAIP	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner AMERICA WEST AIRLINES INC.		Street Address 4000 E SKY HARBOR RD			
		City PHOENIX	State AZ	Zip Code 85034	
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:			Operator Designator Code: AWXA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					
FACTUAL REPORT - AVIATION					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: LAX00LA072
	Occurrence Date: 01/11/2000
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth	Age 50
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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

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

Rotorcraft/Glider/LTA:

Instrument Rating(s): Airplane

Instructor Rating(s): None

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: 07/1999
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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	20000	2000								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	150									
Last 30 Days										
Last 24 Hours	5									

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

Type of Flight Plan Filed: IFR

Departure Point COLUMBUS	State OH	Airport Identifier CMH	Departure Time 2036	Time Zone EST
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Destination Same as Accident/Incident Location	State	Airport Identifier LAS	
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Type of Clearance: IFR

Type of Airspace: Class A

**Weather Information**

Source of Briefing: Company

Method of Briefing:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: LAX00LA072
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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ALS	2152	MST	0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: None		0 Ft. AGL		Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: 28 °C	Dew Point: 12 °C	Wind Direction: 170		Density Altitude: Ft.	
Wind Speed: 11	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					

<b>Accident Information</b>		
Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- 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		1	1	2	4
Other Crew					
Passengers				38	38
- TOTAL ABOARD -		1	1	42	44
Other Ground	0	0	0		0
- GRAND TOTAL -	0	1	1	42	44

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: LAX00LA072

Occurrence Date: 01/11/2000

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

HOWARD D. PLAGENS

Additional Persons Participating in This Accident/Incident Investigation:

FRANK MOORE

WP-LAS-FSDO

LAS VEGAS, NV 89119