
Turbulence injury, McDonnell Douglas DC-9-82, November 6, 2002

Micro-summary: This McDonnell Douglas DC-9-82 encountered moderate turbulence during descent, breaking a flight attendant's ankle.


Event Date: 2002-11-06 at 0945 EST


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: ATL03LA014		Aircraft Registration Number: N479AA	
		Occurrence Date: 11/06/2002		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Orlando		State FL	Zip Code 32801	Local Time 0945	Time Zone EST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 35		Direction From Airport: 137	
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series MD-82		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On November 6, 2002, at 0945 eastern standard time, a McDonnell Douglas MD-82, N479AA, registered to and operated by American Airlines, Inc. as flight 1258, encountered turbulence during descent into Orlando International Airport, Orlando, Florida. The scheduled air carrier flight was operated under the provisions of Title 14 CFR Part 121, and instrument flight rules (IFR). Visual meteorological conditions prevailed and an IFR flight plan was filed. The airline transport-rated Captain, the airline transport-rated first officer, two flight attendants, and 71 passengers were not injured, and one flight attendant received a serious injury. The airplane was not damaged. The flight departed Dallas-Fort Worth International Airport, Dallas, Texas, at 0637 central standard time.</p> <p>According to the Captain, while on initial approach into Orlando International Airport, descending out of 11,000 feet at 250 knots, the airplane encountered a moderate bump of turbulence, about one second in duration. The captain stated that the airplane was skimming a broken layer of clouds with about 2,000 feet of vertical buildup. He stated that the preparation for landing public address was given about six minutes before the airplane encountered the turbulence. According to the Captain, there was nothing on the radar or visual observation of the sky condition to suggest any more than light turbulence.</p> <p>The number one flight attendant stated that the Captain told the flight attendants that there might be turbulence ahead and for them to clean up and sit down. She stated that they were in the process of cleaning up "when it got really bad," and she had to hold onto the seatback. She stated that she saw the number two flight attendant's legs extending into the aisle. The number one flight attendant stated that the number two flight attendant had fallen onto her ankle and she helped her into her seat. The number one flight attendant stated that the ankle swelled up "huge." She stated that she notified the Captain and got an ice pack for her. Upon arriving at the passenger terminal gate, emergency medical personnel put a splint on the injured flight attendant's ankle and transported her to the hospital, where it was later discovered that her ankle was broken.</p>					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ATL03LA014			
		Occurrence Date: 11/06/2002			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
Orlando International	MCO	96 Ft. MSL	NA		
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: Unknown					
VFR Approach/Landing: Unknown					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
McDonnell Douglas		MD-82		49654	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 131	Certified Max Gross Wt.	160000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Jet	Pratt & Whitney	JT8D series	20000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness		Hours	Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
American Airlines, Inc.		Mail Drop 4280-CPIV			
		City	State	Zip Code	
		Dallas	TX	75261	
Operator of Aircraft		Street Address			
Same as Reg'd Aircraft Owner		Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code: AALA		
- 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					

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	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 51
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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; Commercial; Flight Engineer

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

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane; Helicopter

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--no waivers/lim.	Date of Last Medical Exam: 07/2002
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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	16504	6240	500	12000	3000	1000		800	7	
Pilot In Command(PIC)	8290	6240	400	7500	2500	800		200		
Instructor										
Last 90 Days	165									
Last 30 Days	15									
Last 24 Hours	2									

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

Departure Point Dallas	State TX	Airport Identifier DFW	Departure Time 0637	Time Zone CST
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Destination Orlando	State FL	Airport Identifier MCO	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing: Company

Method of Briefing: Unknown

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
LEE	0956	EST	77 Ft. MSL	8 NM	0 Deg. Mag.

Sky/Lowest Cloud Condition: Few	700 Ft. AGL	Condition of Light: Day
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Lowest Ceiling: Broken	2100 Ft. AGL	Visibility: 4	SM	Altimeter: 29.92	"Hg
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Temperature: 24 °C	Dew Point: 23 °C	Wind Direction: 260	Density Altitude: 1112	Ft.
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Wind Speed: 9	Gusts: 15	Weather Conditions at Accident Site: Visual Conditions
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Visibility (RVR):	Ft.	Visibility (RVV)	SM	Intensity of Precipitation: Light
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Restrictions to Visibility:


Type of Precipitation: Rain

Accident Information

Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None
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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		2	3
Other Crew					
Passengers				71	71
- TOTAL ABOARD -		1		75	76
Other Ground					
- GRAND TOTAL -		1		75	76

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Administrative Information

Investigator-In-Charge (IIC)

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Additional Persons Participating in This Accident/Incident Investigation:

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