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## Tubulence injury, Boeing 757-232, January 6, 1998

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**Micro-summary:** This Boeing 757-232 had an encounter with turbulence in cruise, resulting in hot coffee spilling into a passenger's lap.

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**Event Date:** 1998-01-06 at 1815 EST


**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!***
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		NTSB ID: MIA98LA054		Aircraft Registration Number: N618DL		
		Occurrence Date: 01/06/1998		Most Critical Injury: Serious		
		Occurrence Type: Accident		Investigated By: NTSB		
Location/Time						
Nearest City/Place ORLANDO		State FL	Zip Code 32827	Local Time 1815	Time Zone EST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:		
Aircraft Information Summary						
Aircraft Manufacturer Boeing		Model/Series 757-232		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 January 6, 1998, about 1815 eastern standard time, a Boeing 757-232, N618DL, registered to Wilmington Trust Company, and operated by Delta Air Lines, Inc. as flight 1402, a Title 14 CFR Part 121 scheduled domestic passenger flight from Atlanta, Georgia, to Orlando, Florida, had a passenger injured when a coffee pot fell in his lap and spilled hot coffee on him. Visual meteorological conditions prevailed at the time and an instrument flight rules flight plan was filed. The aircraft was not damaged and the airline transport-rated captain, first officer, 5 flight attendants, and 181 passengers were not injured. One passenger received serious injuries. The flight originated from Atlanta, Georgia, the same day, about 1723.</p> <p>The captain stated that the first officer was flying the aircraft. After departure from Atlanta they were cleared to cruise at 29,000 feet. They were in between layers of clouds at this altitude and experienced continuous light turbulence. He left the seat belt sign on and had the cabin crew remain seated. They emerged from the turbulent conditions and also were cleared to 27,000 feet. There were no returns on radar within 60 miles of the aircraft and conditions were now smooth with some occasional light turbulence. He then told the cabin crew they could get up and begin cabin service.</p> <p>The captain stated that about 5 minutes after cabin service began, and after having been in smooth conditions for 10 minutes, the aircraft encountered about 4 to 5 seconds of instantaneous moderate turbulence. The aircraft was just east of Valdosta, Georgia at this time. There were no noticeable changes in altitude or airspeed. The remainder of the flight was smooth. He was later notified that coffee had spilled on a passenger, causing injuries. He requested medical assistance to meet the flight on arrival in Orlando.</p> <p>Two flight attendants stated that they were working with a beverage cart in the area of row 44, about 5 minutes after the captain said they could get up. The aircraft encountered turbulence, went up, and then dropped. They and the cart were lifted off the floor. The full coffee pot fell from the top of the cart into the lap of a 7-year-old passenger seated in seat 44D. The top came off the pot and coffee spilled into his lap causing burn injuries.</p>						
FACTUAL REPORT - AVIATION						
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 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>		NTSB ID: MIA98LA054			
		Occurrence Date: 01/06/1998			
		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:					
VFR Approach/Landing:					
<b>Aircraft Information</b>					
Aircraft Manufacturer Boeing		Model/Series 757-232		Serial Number 22908	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 190	Certified Max Gross Wt.	234000 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: P&W	Model/Series: 2037	Rated Power: 37000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 01/1998	Time Since Last Inspection 8 Hours	Airframe Total Time 38719 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner WILMINGTON TRUST COMPANY		Street Address RODENEY SQUARE NORTH			
		City WILMINGTON	State DE	Zip Code 19890	
Operator of Aircraft DELTA AIR LINES, INC.		Street Address HARTSFIELD INTERNATIONAL ARPT.			
		City ATLANTA	State GA	Zip Code 30320	
Operator Does Business As:			Operator Designator Code: DALA		
- 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: MIA98LA054
	Occurrence Date: 01/06/1998
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 54
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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: None

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--no waivers/lim.	Date of Last Medical Exam: 11/1997
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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	16010	4549								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	221	221								
Last 30 Days										
Last 24 Hours	6	6								

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

Type of Flight Plan Filed: IFR

Departure Point ATLANTA	State GA	Airport Identifier ATL	Departure Time 1723	Time Zone EST
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Destination Same as Accident/Incident Location	State	Airport Identifier MCO	
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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: MIA98LA054
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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
MCO	1753	EST	96 Ft. MSL	200 NM	160 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2600 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: Broken		5000 Ft. AGL		Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: 24 °C	Dew Point: 22 °C	Wind Direction: 140		Density Altitude: 1100 Ft.	
Wind Speed: 7	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				5	5
Other Crew					
Passengers		1		181	182
- TOTAL ABOARD -		1		188	189
Other Ground	0	0	0		0
- GRAND TOTAL -	0	1	0	188	189

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: MIA98LA054

Occurrence Date: 01/06/1998

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JEFFREY L. KENNEDY

Additional Persons Participating in This Accident/Incident Investigation:

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