
Turbulence injury, Boeing 737-522, November 25, 1995

Micro-summary: A flight attendant was seriously injured in turbulence on this Boeing 737-522 as the airplane was descending.


Event Date: 1995-11-25 at 1523 PST


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


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

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		NTSB ID: SEA96LA026		Aircraft Registration Number: N953UA	
		Occurrence Date: 11/25/1995		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place PORTLAND		State OR	Zip Code 97124	Local Time 1523	Time Zone PST
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 737-522		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 November 25, 1995, at 1523 hours Pacific standard time, N953UA, a Boeing 737-522, operated as United Airlines Flight 2026, encountered turbulence while descending for landing at the Portland International Airport, Portland, Oregon. A cabin crew member was seriously injured during the encounter. The other four crew members and 107 passengers were not injured. The airplane was not damaged. Instrument meteorological conditions prevailed and an instrument flight rules flight plan had been filed. The flight departed San Francisco, California, at 1409 and was en route to Portland. The flight was operated under 14 CFR 121.</p> <p>In a written statement, the captain reported that at the beginning of the descent from 28,000 feet above mean sea level (msl), he turned on the seatbelt sign and informed the cabin crew "... that there might be some chop in [descent] and to put things away early." The captain reported that the airplane then encountered "moderate turbulence lasting approximately 15 [seconds]." The captain immediately informed the flight attendants to be seated.</p> <p>While securing the cabin at the time of the turbulent encounter, one of the flight attendants fell backwards onto a stove in the galley and fractured his scapula. Another flight attendant, who was in the aisle, reported that she grabbed the back of a passenger seat and immediately sat down on the aisle. Nearby passengers held onto the flight attendant so that she would not be thrown around.</p> <p>The captain further stated that "no [turbulence was] reported other than [light] chop" prior to the accident. No evidence was found from either the captain's statement or flight attendants' statements to indicate that the captain urged the flight attendants to immediately take their seats prior to the turbulent encounter.</p> <p>According to documentation provided by United Airlines personnel, other aircraft reported, via the Aircraft Communication Addressing and Reporting System (ACARS), that during the climb and descent phase, there was significant wind shears between 20,000 feet msl to 28,000 feet msl near the time of the accident. The National Weather Service high level significant weather chart forecasted moderate turbulence between 30,000 feet msl to 37,000 feet msl over Oregon.</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: SEA96LA026			
		Occurrence Date: 11/25/1995			
		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: NONE					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer Boeing		Model/Series 737-522		Serial Number 26700	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 149	Certified Max Gross Wt.	122500 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: Cfm	Model/Series: CFM56-36-1	Rated Power: 20000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 11/1995	Time Since Last Inspection 149 Hours	Airframe Total Time 7220 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner WILMINGTON TRUST CO.		Street Address 1100 NORTH MARKET ST.			
		City WILMINGTON	State DE	Zip Code 19890	
Operator of Aircraft UNITED AIRLINES, INC.		Street Address P.O. BOX 66100			
		City CHICAGO	State IL	Zip Code 60666	
Operator Does Business As: UNITED AIRLINES			Operator Designator Code: UALA		
- 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					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: SEA96LA026
	Occurrence Date: 11/25/1995
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 47
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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: Glider; Helicopter

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: 11/1995
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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	5430	527								
Pilot In Command(PIC)		527								
Instructor										
Last 90 Days										
Last 30 Days		67								
Last 24 Hours										

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 SAN FRANCISCO	State CA	Airport Identifier SFO	Departure Time 1409	Time Zone PST
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Destination Same as Accident/Incident Location	State	Airport Identifier PDX	
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Type of Clearance: IFR

Type of Airspace: Class A

Weather Information

Source of Briefing: Company

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: SEA96LA026
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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2000 Ft. AGL		Condition of Light: Day
Lowest Ceiling: Broken			4500 Ft. AGL		Visibility: 10 SM
Temperature: 10 °C		Dew Point: 8 °C		Wind Direction: 110	
				Density Altitude: Ft.	
Wind Speed: 4		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
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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				107	107
- TOTAL ABOARD -		1		111	112
Other Ground	0	0	0		0
- GRAND TOTAL -	0	1	0	111	112

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: SEA96LA026

Occurrence Date: 11/25/1995

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JEFFREY B. GUZZETTI

Additional Persons Participating in This Accident/Incident Investigation:

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