Galley elevator injury, Lockheed L-1011-385-1, June 26, 1997

Micro-summary: A failure of the galley elevator on this Lockheed L-1011-385-1 resulted in serious injury to a flight attendant.

Event Date: 1997-06-26 at 2350 EDT

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

Investigative Body's Web Site: http://www.ntsb.gov/

Cautions:

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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National Transportation Safety Board	NTSB	DID: NYC97LA1	29	Aircraft Registr	ration Nu	mber: N723DA				
FACTUAL REPORT	Occui	rrence Date: 06/2	6/1997	Most Critical Ir	Most Critical Injury: Serious					
AVIATION Occurrence Type: Accident Investigated By: NTSB										
Location/Time					-					
Nearest City/Place	State	Zip Code	Local Time	Time Zone	Time Zone					
COVINGTON	KY	41011	2350	EDT						
Airport Proximity: On Airport	Distance Fro	m Landing Facility	:	Direction Fro	n Airpor	t:				
Aircraft Information Summary										
Aircraft Manufacturer		Model/Serie	es			Type of Aircraft				
Lockheed L-1011-385-1 Airplane										
Sightseeing Flight: No Air Medical Transport Flight: No										
Narrative										
Atlanta, Georgia. An instruction conducted under 14 CFR Part 121 According to the Captain "As we began pushback, a Fluchad been injured in the right could get more information	ining 7 f: sual mete ument flig n's stater ight Atter (First Of [the flig] had falle r assistar ealed that The pr it failed	light attenda eorological o ght rules fl: ment: ndant called fficer's) gai nt attendant en from passe nceThe EM t the elevato rimary shaft d, at which f	ants, or the conditions pr ight plan had the cockpit lley elevator advised tha enger level d F's transport bor was operat lay inside c time two dogs	85 passengers revailed for t been filed f and advised t I stopped t she had bee lown to galley ed her to a l ed by an elec of the seconda on the secon	hat a the pu n brui level ocal f tric m ry sha dary s	Flight Attendant shard the airplane, offight that was Flight Attendant shback so that I sed and that her We called the nospital" motor driving two aft. The primary shaft engaged the				
detected by visual inspection of a washer at the end of the shaft. According to Engineering Report 7-72422-20, from Delta Air Lines, Inc., dated July 18, 1997:										
"In the flight, DAL flight # 1074 from Los Angeles (LAX to CVG) which was immediately prior to the accident flight, the flight attendants had noticed that the galley lifts were not flush with the service center floor. However, this was not considered unusual by the flight attendants and not reported to maintenance. Consequently no special attention was paid to the galley lift system and it was not inspected at the end of flight 1704"										
"The failure mechanism of the primary shaft from the macroscopic appearance of the fracture surfacesappears to be by rotating-bending fatigue"										
The report also stated:										
"The failure mechanism of the teeth. The cracks started out There were three regions of area, followed by indistinct ductile overload failure. Co	of the sl n the frac but cont	narp corner a cture surface cinuous stria	at the juncti es: an thumbn ations, and a	on of the tee ail shaped fa final fast f	th and tigue ractur	l the shaft body. crack initiation				

National Transportation Safety Board	NTSB ID: NYC97LA129
FACTUAL REPORT	Occurrence Date: 06/26/1997
AVIATION	Occurrence Type: Accident

Narrative (Continued)

fatigue crack had been propagating form some time...."

The report further stated:

"...The free-fall of the lift was caused by failure of the primary shaft and the two dog teeth on the secondary shaft which are parts of the sprocket assembly. The failure of the secondary shaft dog teeth was unexpected as the design of the sprocket assembly included a 'fail-safe' mechanism that would indicate primary shaft failure after which the secondary shaft dog is supposed to carry the torque load for a duration of at least 300 hours, which is the interval between inspections of the fail-safe mechanism...."

According to the Delta Air Lines maintenance program, the area was last inspected on a service check, on June 23, 1997, 33 hours prior to the accident.

National Transportation Safety Board NTSB ID: NYC97LA129												
	FACTUAL REPORT Occurrence Date: 06/26/1997											
AVIATION Occurrence Type: Accident												
Landing Facility/Approach Informa			71-									
Airport Name	Airp	ort ID:	Airport Eleva	ition	Run	way Used	Runwa	ay Length	Rui	nway Width		
CINCINNATI REGIONAL		cv	VG Ft. MSL 0									
Runway Surface Type:										I		
Runway Surface Condition:												
Type Instrument Approach: NONE												
VFR Approach/Landing: None												
Aircraft Information												
Aircraft Manufacturer Lockheed	Model/Series Serial L-1011-385-1 1930							lumber 1150				
Airworthiness Certificate(s): Transport												
Landing Gear Type: Retractable - Tric	ycle											
Homebuilt Aircraft? No Num							Number	Number of Engines: 3				
Engine Type: Turbo Fan		Engine Manufacturer:Model/Series:Rolls-RoyceRB211-22B						Rated Power: 41000 LBS				
- Aircraft Inspection Information												
				Date of Last Inspection Time Since Last Inspection						Airframe Total Time		
Continuous Airworthiness	06	06/1997 33 Hours					ours	60686 Hours				
- Emergency Locator Transmitter (ELT) Information												
ELT Installed? No ELT Operated? ELT Aided in Locating Accident Site?												
Owner/Operator Information												
Registered Aircraft Owner			Street A		FIELD	INTL A	AIRPORT					
DELTA AIR LINES, INC.											Zip Code	
			Street A	ATLANT	A					GA	30320	
Operator of Aircraft Same as Reg'd Aircraft Owner												
Same as Reg'd Aircraft Owner City State Zip Co								Zip Code				
Operator Does Business As: DELTA AIR LINES Operator Designator Code: DALA												
- Type of U.S. Certificate(s) Held:												
Air Carrier Operating Certificate(s): Flag	Carrier/Domesti	IC										
Operating Certificate:				Operator (Certific	ate:						
Regulation Flight Conducted Under: Par	t 121: Air Carrier	r										
Type of Flight Operation Conducted: Sch	neduled; Domest	tic; Pa	ssenger	/Cargo								
	FAC	CTUAL	REPO	RT - AVIAT	ION						Page 2	

Nation	al Transportation	Safety Board	1	NTSB ID:	NYC97L	A129								
F	FACTUAL REPORT Occurrence Date: 06/26/1997													
	AVIATI ETYBO	36 <		Occurren	ce Type: A	ccident								
		K.												
Name	t Information					City					State		ate of Birth	Age
						-					On Fi			
On File	1					On Fi	le						On File	57
Sex: M	Seat Occupied	: Left	Pri	ncipal Profes	sion: Civilia	an Pilot				Ce	rtificate I	Numbe	er: On File	
Certificate((s): Airlir	ne Transpor	t; Commerc	cial; Flight E	ingineer									
Airplane Ra	ating(s): Multi	i-engine La	nd; Single-e	engine Land										
Rotorcraft/0	Glider/LTA: None	-												
	Rating(s): Airpl													
Instructor F														
Type Rating/Endorsement for Accident/Incident Aircraft? Yes Current Biennial Flight Review?														
Medical Cert.: Class 1 Medical Cert. Status: Valid Medicalw/ waivers/lim. Date of Last Medical Exam: 05/1997														
		1												
- Flight Tim	ne Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine			Instrument	Simulated	Rotorcraft		Glider	Lighter Than Air	
Total Time		20300	2109											
Pilot In Cor	mmand(PIC)													
Instructor														
Last 90 Day		152	152											
Last 30 Day	-													
Last 24 Ho							Tovior		Dorformo	2 1.		600	Dilat2 Va	
Seatbelt Used? Yes Shoulder Harness Used? Yes Toxicology Performed? No Second Pilot? Yes									S					
	an/Itinerary													
	ght Plan Filed: IF	R							.					
Departure Point								Airport Identifier			-		Time Zone	
Same as Accident/Incident Location CVG 0000														
Destination State Airport Identifier														
ATLANTA GA ATL														
Type of Cle	earance: None													
Type of Air	rspace: Class	С												
Weather	Information													
Source of	Briefing: Compa	any												
Method of	Briefing:													
				FACTUAI	L REPORT	- AVI	ΑΤΙΟΙ	N						Page 3

FACTUAL REPORT Decurrence Date: 06/26/1997 Occurrence Type: Accident Weather Information More NOP ID Observation Time Time Zone WOF Elevation WOF Elevation WOF Distance From Accident Site Direction From Accident Site VOG D 2354 EDT 897 FL MSL Orthogone Time Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site CVG 2354 EDT 897 FL MSL Condition of Light: Night/Bright Lowest Cloud Condition: Scattered OFL AGL Visibility: None Steventer Site Steventer Site Steventer Site Visibility (RVR): 0 FL Visibility (RVR): 0 SIte Interstore Aircraft Fire: None Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Interstor Interstor Aircraft Fire: None TOTAL Fire None TOTAL Fint Minus Interstret Finteret	Nationa	al Transportation Safety	Board	NTSB ID	NYC97	7LA129							
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CVG 254 EDT 897 Ft MSL 0 NM 0 Deg. Mag. Sky/Lowest Coudition: Scattered Visual 2000 Ft. AGL Condition: Upht/Bright Lowest Ceiling: None 0 Ft. AGL Visibility: 10 SM Altimeter: 30.00 "Hg Temperature: 21 °C 0 ev Point: 15 °C Wisbility: con: 360 Density Altitude: Ft. Wind Speed: 6 Gusts: West-condition: 34 Accident Site: Visual Conditions Visibility: None Ft. Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown None Accident Information None Aircraft Fire: None Aircraft Explosion None Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Minor None T0TAL First Pilot Vision Minor None T0TAL First Pilot Vision Vision Vision Vision Second Pilot Vision Vision Vision Vision First Pilot Vision Vision Vision Vision Finght Engin													
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Lowest Ceiling: None 0 Ft. AGL Visibility: 10 SM Attimeter: 30.00 "Hg Temperature: 21 °C Dew Point: 15 °C Wind Direction: 360 Density Altitude: Ft. Wind Speed: 6 Gusts: Weather Conditions at Accident Site: Visual Conditions Density Altitude: Ft. Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown Restrictions to Visibility: None Aircraft Fire: None Aircraft Explosion None Aircraft Explosion None Classification: U.S. Registered/U.S. Soil - 1 1 1 - Injury Summary Matrix Fatal Serious Minor None TOTAL Flight Instructor	CVG	2354	EDT	897 F	t. MSL				0 NM			0 Deg.	Mag.
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Wind Speed: 6 Gusts: Weather Conditions at Accident Site: Visual Conditions Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown Restrictions to Visibility: None Intensity of Precipitation: Unknown Intensity of Precipitation: Unknown Type of Precipitation: None Accident Information Aircraft Fire: None Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Intensity of TOTAL - Injury Summary Matrix Fatal Serious Minor TOTAL First Pilot Intensity 1 1 Second Pilot Intensity Intensity Intensity Flight Instructor Intensity Intensity Intensity Flight Instructor Intensity Intensity Intensity Flight Instructor Intensity Intensity Intensity Passengers Intensity Intensity Intensity Passengers Intensity Intensity Intensity	Lowest Ce	iling: None		0 F	t. AGL	Visibi	ility:	10	SM	Alti	meter:	30.00	"Hg
Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown Restrictions to Visibility: None Intensity of Precipitation: Unknown Type of Precipitation: None Accident Information Aircraft Damage: None Aircraft Fire: None Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Aircraft Explosion None - Injury Summary Matrix Fatal Serious Minor None TOTAL First Plot 1 1 1 1 Second Plot 1 1 1 Flight Instructor 1 Flight Engineer 1 1 Cabin Attendants 1 7 8 85 85 5 96	Temperatu	ire: 21 °C	Dew Point:	15 °C	Wind	Direction:	360			De	nsity Altitude:		Ft.
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Second PilotImage: constraint of the second depined depined of the second depined depined of the second dep			T atai										
Student PilotImage: Constraint of the state o							1						
Check PilotImage: Check PilotImage: Check PilotFlight EngineerImage: Check PilotImage: Check PilotCabin AttendantsImage: Check PilotImage: Check PilotOther CrewImage: Check PilotImage: Check PilotPassengersImage: Check PilotImage: Check PilotImage: Check PilotImage: Check PilotImage: Check PilotPassengersImage: Check PilotImage: Check Pilot							· · ·						
Flight EngineerImage: Constraint of the second	Flight Ir	nstructor											
Cabin Attendants17Other CrewIIPassengersI85- TOTAL ABOARD -I95	Check I	Pilot											
Other Crew Image: Constraint of the second	Flight E	ngineer				1	1						
Other Crew Image: Constraint of the second	Cabin A	Attendants		1		7	8						
- TOTAL ABOARD - 1 95 96	Other C	Crew											
- TOTAL ABOARD - 1 95 96	Passen	igers				85	85						
	- TOTAL A	ABOARD -		1									
Other Ground 0 0 0 0	Other G	Ground	0	0	0		0						
- GRAND TOTAL - 0 1 0 95 96	- GRAND	TOTAL -			0	95	96						
				FACTUA	L REPO	RT - AV	IATION					F	Page 4

National Transportation Safety Board	NTSB ID: NYC97LA129	
FACTUAL REPORT	Occurrence Date: 06/26/1997	
AVIATION	Occurrence Type: Accident	
Administrative Information	·	
Investigator-In-Charge (IIC) ROBERT L. HANCOCK		
Additional Persons Participating in This Accident KEITH DEBERRY FAA FSDO LOUISVILLE, KY RALPH E HICKS DELTA AIR LINES ATLANTA, GA	t/Incident Investigation:	