In-flight electrical fire, McDonnell Douglas MD-80, October 1, 2000

Micro-summary: This McDonnell Douglas MD-80 experienced an electrical fire during cruise flight.

Event Date: 2000-10-01 at 1618 CDT

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.

4. Contact us before reproducing or redistributing a report from this anthology. Individual countries have very differing views on copyright! We can advise you on the steps to follow.

Aircraft Accident Reports on DVD, Copyright © 2006 by Flight Simulation Systems, LLC All rights reserved. www.fss.aero

National Transportation Safety Board	National Transportation Safety Board NTSB ID: ATL01IA001 Aircraft Registration Number: N69826								
FACTUAL REPORT	ľ	Occurrent	ce Date: 10/01	/2000	Most Critical Injury: Minor				
AVIATION	Occurrence Type: Incident Investigated By: NTSB								
Location/Time									
Nearest City/Place	State	Zip	o Code	Local Time	Time Zone				
BIRMINGHAM	AL	35	35212 1618 CDT						
Airport Proximity: On Airport Distance From Landing Facility: Direction From Airport:									
Aircraft Information Summary									
Aircraft Manufacturer			Model/Series	3			Type of Aircraft		
McDonnell Douglas			MD-80				Airplane		
Sightseeing Flight: No		A	ir Medical Tr	ansport Flight: No					
Narrative									
On October 1, 2000, central Continental Airlines as Flight level 310 near Birmingham, Ala Part 121 as a scheduled doma flight departed Hartsfield Inter daylight time with two air tra- passengers on board. The al- injuries; there were no other of the incident, and Flight 1579 According to the pilot, approxi- he heard a loud popping sound a reported that he heard an a shoulder. When the jump sa- burning. He extinguished the filled with smoke. The pilo flight diverted into Birmingham According to the Continental was modified on September 22 prevent loss of the certific airplane. The FCD required mai of the certificate, and, in the holes. A note is included on the the pilot's seat. The hole al- holder. The plastic cover of damage was evident for sever attached to the wall by 8 scree this middle position on the the electrical fire occurred hole in the wall, and also with segments, a screw similar to extended into the wiring. The that no damage is done to items	Methamative statement of facts, conditions and circumstances performent to the accident/hoddent On October 1, 2000, central daylight time, a McDonnell Douglas MD-80, N69826, operated by Jontinental Airlines as Flight 1579, experienced an electrical fire during cruise flight at flight level 310 near Birmingham, Alabama. Flight 1579 was operated under the provisions of Title 14 CFR Jart 121 as a scheduled domestic passenger flight from Atlanta, Georgia, to Houston, Texas. The flight departed Hartsfield International Airport in Atlanta, Georgia, to Houston, Texas. The flight time with two air transport pilots, one jump-seat rider, three flight attendants, and 141 passengers on board. The airplane sustained minor damage and the jump-seat rider received minor injuries; there were no other injuries reported. Visual weather conditions prevailed at the time of the incident, and Flight 1579 operated on an instrument flight rules flight plan. According to the pilot, approximately 15 minutes into the flight, the cockpit filled with smoke and an heard a loud popping sound and saw sparks emitting from the jump seat rider. According to the pilot, approximately 15 minutes into the flight, the tockpit filled with smoke and flight diverted into Birmingham, Alabama, and landed without further incident. According to the Continental Fleet Campaign Directive, (FCD), the registration certificate holder was modified on September 28, 2000. The FCD called for the holder to be modified in order to prevent loss of the certificate or damage of the certificate thal would preclude dispatch of the airplane. The FCD required maintenance personnel to drill two small pilot holes just above the top of the certificate, and, in the case of mounting on a metal wall, install two screws into the pilot change was evident for several included an area of the left circuit breaker panel behind the pilot's seat. The hole also included an area of the left dive dive fraction certificate holder. The plastic cover of the registration certi						826, operated by flight at flight of Title 14 CFR ton, Texas. The ely 1720 eastern endants, and 141 or received minor iled at the time d with smoke and gipmp seat rider felt on his left tat his shirt was the cockpit was right turn. The ertificate holder fied in order to dispatch of the st above the top ts into the pilot as required. the left jump seat dide of the wall. ker panel behind tion certificate is area and soot icate holder was l fire occurred. der. This screw the cavity where he center of the the missing wire screw could have taken to insure lling process or		

National Transportation Safety Board	NTSB ID: ATL01IA001
FACTUAL REPORT	Occurrence Date: 10/01/2000
AVIATION ETYBON	Occurrence Type: Incident
Narrative (Continued)	

by the screws themselves once they are inserted into the holes.

Corrective actions that Continental Airlines have taken are to remove all certificate holders that are on the EPC wall and to install a new 3-slot certificate holder on the galley wall, which has a honeycomb backing. According to the Engineering Authorization, the best location for the certificate holder approximately 32.5 inches from the floor, 3 inches below the lowest coat hook, and 4.5 inches in from the cockpit door.

National Transportation Safety Boa	: ATL01	IA001										
FACTUAL REPORT	ccurren	urrence Date: 10/01/2000										
AVIATION	Or	ccurren	urrence Type: Incident									
Landing Facility/Approach Inforr	nation					I						
Airport Name		Airp	irport ID: Airport Elevation Runway Used Runway Length Runv									
BIRMINGHAM AIRPORT	BIRMINGHAM AIRPORT BI					1M 644 Ft. MSL 0						
Runway Surface Type: Asphalt										•		
Runway Surface Condition: Dry												
Type Instrument Approach: NONE												
VFR Approach/Landing:												
Aircraft Information												
Aircraft Manufacturer McDonnell Douglas	Aircraft Manufacturer McDonnell Douglas			Series					Serial I MD-8	Number 80-82		
Airworthiness Certificate(s): Transport												
Landing Gear Type:		,										
Homebuilt Aircraft? No Nur	mber of Seats: 172		Certifie	d Max Gross W	149500	LBS	Numbe	r of Engi	nes: 2			
Engine Type: Turbo Jet	En P	Engine Manufacturer:Model/Series:P&WJT8D							Rated Power: 7700 HP			
- Aircraft Inspection Information												
Type of Last Inspection		Dat	Date of Last Inspection Time Since Last Inspection						Airframe	Total Time		
Continuous Airworthiness		09	09/2000 Hours						39417 Hours			
- Emergency Locator Transmitter (ELT)) Information											
ELT Installed?	ELT Operated?				ELT /	Aided ii	n Locating Ac	cident S	ite?			
Owner/Operator Information												
Registered Aircraft Owner			Street A	\ddress 79 S. M/	AIN ST	REET						
FIRST SECURITY BANK NA TRUSTEE			City State							Zip Code		
	SALT LAKE CITY UT 84111 Street Address									84111		
Operator of Aircraft			010007	1600 SN	1ITH S	т						
CONTINENTAL AIRLINES			City State Zip HOUSTON TX 770							Zip Code 77032		
Operator Does Business As:						Op	perator Desig	nator Co	ode: CO			
- Type of U.S. Certificate(s) Held:												
Air Carrier Operating Certificate(s): Fla	g Carrier/Domesti	с										
Operating Certificate:				Operator 0	Certifica	ate:						
Regulation Flight Conducted Under: Pa	art 121: Air Carrie	r										
Type of Flight Operation Conducted: S	cheduled; Domes	tic; Pa	ssenger	r Only								
	FAC	CTUAI	L REPO	RT - AVIAT	ION						Page 2	

Nation	TRANS	Safety Board	1	NTSB ID:	ATL01IA0	001								
F	ACTUAL RI	EPORT		Occurren	Occurrence Date: 10/01/2000									
	AVIATI	QN S		Occurren	Occurrence Type: Incident									
	*ETYBO	r.												
Name	ot information					City					State	D	ate of Birth	Age
							ile				On File			- Age
On File	1					On F	lie				On File			52
Sex: M	Seat Occupied	: Left	F	Principal Profes	sion: Civilia	an Pilot				Cer	tificate N	umber	r: On File	
Certificate	(s): Airlir	ne Transpor	ť											
Airplane R	ating(s): Mult	i-engine La	nd											
Rotorcraft/	Glider/LTA: Non	e												
Instrument	t Rating(s): Airp	lane												
Instructor I	Rating(s):													
	5()													
Type Ratin	a/Endorsement fr	or Accident/Ir	ocident Airc	craft? Vee				urront	Diannial E	light D	oviow2			
Type Rating/Endorsement for Accident/Incident Aircraft? Yes Current Biennial Flight Review?														
Medical Cert.: Class 1 Medical Cert. Status: Valid Medicalno waivers/lim. Date of Last Medical Exam: 05/2000														
		1			1								-1	1
- Flight Tin	ne Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Ni	ght	Actua	Instrument al Si	mulated	Rotoro	raft	Glider	Lighter Than Air
Total Time	9													
Pilot In Co	ommand(PIC)													
Instructor														
Last 90 Da	ays													
Last 30 Da	ays													
Last 24 Ho	ours													
Seatbelt U	lsed?	Shou	Shoulder Harness Used? Toxicology Perform						erformed?			Seco	ond Pilot?	
Flight Pla	an/Itinerary													
Type of Fli	ght Plan Filed: IF	R					-							
Departure Point						State	;	Airport Id	irport Identifier			Departure Time		
ATLANTA							GA A		ATL	ATL		0000		
Destination	n						State	,	Airport Id	entifie	r		I	
HOUSTON						TX IAH								
Type of Cl	earance:													
Type of Ai	rspace: Class	C												
Weather	Information													
Source of	Briefing:													
Method of	Briefing:													
					DEDOD			Ţ						
				FACTUAI	_ REPORT	- AVL	ATIOI	N						Page 3

Cocurrence Date: 10/01/2000 Cocurrence Type: Incident Weather Information More Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site BHM 1453 CDT 644 Ft. MSL 0 NM 0 Deg. Mag. Sky/Lowest Cloud Condition: Scattered 20000 Ft. AGL Visibility: 10 SM Atimeter: 30.00 'Hg. Lowest Ceiling: Broken 20000 Ft. AGL Visibility: 10 SM Atimeter: 30.00 'Hg. Temperature: 29 °C Dew Point: 11 °C Wind Direction: Variable Density Altitude: 2381 Ft. Wind Speed: 5 Gusts: Weather Conditions at Accident Site: Visual Conditions 2081 Precipitation: Unknown Restrictions to Visibility: None Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown Classification: U.S. Registered/U.S. Soil Intensity of None TOTAL 1 1 Injury Summary Matrix Fatal Seriou Mror None TOTAL Second Pick I I I I I I </th <th>Nationa</th> <th>al Transportation Safety</th> <th>Board</th> <th>NTSB ID:</th> <th>ATL01</th> <th>IA001</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	Nationa	al Transportation Safety	Board	NTSB ID:	ATL01	IA001								
Occurrence Type: Incident Weather Information Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site BHM 1453 CDT 644 FL MSL 0 NM 0 Deg. Mag. SkylLowest Cloud Condition: Scattered 20000 FL AGL Visibility: 10 SM Attimeter: 30.00 "Hg Lowest Ceiling: Broken 29 °C Dew Point: 11 °C Wind Direction: Variable Density Attitude: 2381 FL Wind Speed: 5 Gusts: Weather Conditions at Accident Site: Visual Conditions 2381 FL Visibility (RVR): 0 FL Visibility (RVV) 0 SM Intensity of Precipitation: Unknown Accident Information Accident Information Alteraft Fire: In-flight Aiteraft Fire: In-flight Aiteraft Explosion None Classification: U.S. Registered/U.S. Soil Infight Parka Aiter And 1 Student Pilot Conductor Conductor Generation: None Classification:	FA	ACTUAL REPOF	RT	Occurren	Occurrence Date: 10/01/2000									
Weather Information Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site BHM 1453 CDT 644 FL MSL 0 NM 0 Deg. Mag. SkyLowest Cloud Condition: Scattered 20000 FL AGL Visibility: 10 SM Attimeter: 30.00 "Hg Lowest Ceiling: Broken 20000 FL AGL Visibility: 10 SM Attimeter: 30.00 "Hg Temperature: 29 °C Dew Point: 11 °C Wind Direction: Variable Density Altitude: 2381 FL Wind Speed: 5 Gusts: Weather Conditions at Accident Site: Visual Conditions 1		AVIATION		Occurrent	ce Type:	Incident			1					
Workshow Time Zone WOF Elevation WOF Distance From Accident Site Direction From Accident Site BHM 1453 CDT 644 Ft. MSL 0 NM 0 Deg. Mag. SkyLowest Cloud Condition: Scattered 20000 Ft. AGL Visibility: 10 SM Attimeter: 30.00 "Hg Lowest Ceiling: Broken 29 °C Dew Point: 11 °C Wind Direction: Variable Density Altitude: 2381 Ft. Wind Speed: 5 Gusts: Weather Condition: at Accident Site: Visual Conditions Visual Condition: Visual Site Visual Condition: 2381 Ft. Visibility (RVR): 0 Ft. Visibility (RVV) 0 SM Intensity of Precipitation: Unknown Restrictions to Visibility: None Aircraft Fire: In-flight Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Intensity of TOTAL Intensity of TOTAL Fire: Plot A Intensity 1 1 Second Plot 1 1 Injury Summary Matrix Fatal Second 1 1 1 1 Studen Plot I I	Weather	Information			71-									
BHM 1453 CDT 644 FL MSL 0 NM 0 Deg. Mag. Sky/Lowest Cloud Condition: Scattered 20000 FL AGL Condition: Light: Day Lowest Ceiling: Broken 20000 FL AGL Visibility: 10 SM Altimeter: 30.00 "Hg Temperature: 29 °C Dew Point: 11 °C Wind Direction: Variable Density Altitude: 2381 FL Wind Speed: 5 Gusts: Visibility (RVR): 0 FL Visibility (RVR): 0 FL Visibility (RVR): 0 SM Intensity of Precipitation: Unknown Restrictions to Visibility: (NONE Visibility: NONE Altreaft Fire: In-Flight Altreaft Exceeded Altreaft Exceeded Series Accident Information Altreaft Fire: In-Flight Altreaft Exceeded Altreaft Exceeded Series	WOF ID	Observation Time	Time Zone	WOF Elevat	ion	WOF Di	stance From	Acci	dent Site		Direction Fror	n Accident Site	9	
BHM 1453 CDT 644 Ft. MSL 0 NM 0 Deg. Mag. SkyLowest Cloud Condition: Scattered 20000 Ft. AGL Condition: Uight: Day Condition: Uight: Day Lowest Ceiling: Broken 20000 Ft. AGL Visibility: 10 SM Altimeter: 30.00 "Hg Temperature: 29 °C Dew Point: 11 °C Wind Direction: Variable Density Altitude: 2381 Ft. Wind Speed: 5 Gusts: Visibility (RVR): 0 Ft. Visibility (RVR): 0 Ft. Visibility (RVR): 0 Ft. Visibility (RVR): 0 SM Intensity of Precipitation: Unknown Restrictions to Visibility: None	-													
Sky/Lowest Cloud Condition: Scattered 20000 Ft. AGL Visibility: 10 SM Altimeter: 30.00 "Hg Lowest Ceiling: Broken 29 °C Dew Point: 11 °C Visibility: 10 SM Altimeter: 30.00 "Hg Temperature: 29 °C Dew Point: 11 °C Wind Direction: Variable Density Altitude: 2381 FL Wind Speed: 5 Gusts: Weatter Conditions at Accident Site: Visual Conditions Visibility (RVR): 0 FL Visibility (RVV) 0 SM Intensity of Precipitation: Unknown Visibility: None Type of Precipitation: None Intensity of Precipitation: Unknown Visibility: None ToTAL Accident Information Aircraft Fire: In-flight Aircraft Explosion None Visibility: None ToTAL Visibility: None ToTAL Visibility: None ToTAL Visibility: Visibility: Visibility: Visibility: Visibility: Visibility: Visibility: Visibility:	BHM	1453	CDT	644 Ft	644 Ft. MSL 0 NM 0 De									
Lowest Ceiling: Broken 20000 FL AGL Visibility: 10 SM Attimeter: 30.00 "Hg Temperature: 29 °C Dew Point: 11 °C Wind Direction: Variable Density Altitude: 2381 FL Wind Speed: 5 Gusts: Gusts: Weat+rection: Variable Density Altitude: 2381 FL Visibility (RVR): 0 FL Visibility (RVV) 0 SM Intensity of Precipitation: Unknown Intensity of Precipitation: Unknown Intensity of Precipitation: Unknown Restrictions to Visibility: None Aircraft Fire: In-filget Aircraft Fire: In-filget Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Intensity of ToTAL Aircraft Explosion None Intensity of Precipitation: - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pliot I I 1 1 1 Second Pliot I I I I Second Pliot I I I I Second Pliot I I I I - Fight Instructor	Sky/Lowest Cloud Condition: Scattered 8000 Ft. AGL Condition of Light: Day													
Temperature: 29 °C Dew Point: 11 °C Wind Direction: Variable Density Altitude: 2381 Ft. Wind Speed: 5 Gusts: Visibility (RVR): 0 Ft. 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 Accident Information Aircraft Fire: In-flight Aircraft Explosion None Classification: U.S. Registered/U.S. Soil 1 1 1 - Injury Summary Matrix Fatal Serious Minor None TOTAL First Plot 1 1 1 1 Second Plot 1 1 Student Plot First Plot Flight Engi	Lowest Ce	iling: Broken		20000 Ft.	20000 Ft. AGL Visibility: 10 SM Altimeter: 30.00									
Wind Speed: 5 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: In-flight Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Intensity of TOTAL - Injury Summary Matrix Fatal Serious Minor TOTAL First Plot 1 1 1 Second Plot 2 2 2 Flight Instructor 2 2 2 Clabin Attendants 3 3 Other Crew 1 1 Passengers 141 141	Temperatu	ıre: 29 °C	Dew Point:	11 °C	Wind	Direction:	Variable			De	nsity Altitude:	2381	Ft.	
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 Fire: In-flight Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Intensity of TOTAL - Injury Summary Matrix Fatal Serious Minor First Pilot 1 1 Second Pilot 1 1 Flight Instructor Flight Engineer Cabin Attendants 3 3 Other Crew 1 1 Passengers 141 141	Wind Spee	ed: 5	Gusts:		Weath	her Condt	ions at Accic	lent S	^{ite:} Visual C	Cond	itions			
Restrictions to Visibility: None Type of Precipitation: None Accident Information Aircraft Damage: Minor Aircraft Fire: In-flight Aircraft Damage: Minor Aircraft Fire: In-flight Classification: U.S. Registered/U.S. Soil - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 1 Second Pilot 1 Flight Instructor 1 Check Pilot 1 Flight Engineer 2 Cabin Attendants 3 Other Crew 1 Passengers 141 - TOTAL ABOARD - 1	Visibility (R	RVR): 0 Ft.	. Visibility (I	RVV) 0	SM	Intensity	y of Precipita	ation: I	Unknown					
Type of Precipitation: None Accident Information Aircraft Damage: Minor Aircraft Fire: In-flight Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Aircraft Explosion None Image: Minor None TOTAL - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 0 Image: Minor 1 1 Second Pilot 0 Image: Minor 1 1 Student Pilot 0 Image: Minor 1 1 Flight Instructor 0 Image: Minor 1 1 Flight Engineer 0 Image: Minor 1 1 Cabin Attendants 0 Image: Minor 1 1 Passengers 0 Image: Minor 1 1 TOTAL ABOARD- Image: Minor 1 1 1	Restriction	s to Visibility: None					-							
None Accident Information Aircraft Damage: Minor Aircraft Fire: In-flight Aircraft Explosion None Classification: U.S. Registered/U.S. Soil - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 1 1 1 1 1 Second Pilot 1 1 1 1 Student Pilot 1 1 1 1 Flight Instructor 1 1 1 1 Flight Engineer 1 1 1 1 Cabin Attendants 1 1 1 1 Passengers 1 14 141 141 - TOTAL ABOARD - 1 146 147		2												
Accident Information Aircraft Damage: Minor Aircraft Fire: In-flight Aircraft Explosion None Classification: U.S. Registered/U.S. Soil Injury Summary Matrix Fatal Serious Minor TOTAL - Injury Summary Matrix Fatal Serious Minor TOTAL Intervention First Pilot 1 1 1 1 1 Second Pilot 1 1 1 1 Student Pilot 1 1 1 1 Flight Instructor 1 1 1 1 Flight Engineer 1 1 1 1 Cabin Attendants 1 1 1 1 Passengers 1 141 141 141	Type of Pre	ecipitation None												
Accident Information Aircraft Damage: Minor Aircraft Fire: In-flight Aircraft Explosion None Classification: U.S. Registered/U.S. Soil - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 0 1 1 1 Second Pilot 0 1 1 1 Student Pilot 0 0 0 0 0 Flight Instructor 0 0 0 0 0 0 Flight Engineer 0 0 0 0 0 0 0 Cabin Attendants 0 0 1 1 1 1 Passengers 0 1 141 141 141 - TOTAL ABOARD- 0 1 146 147														
Aircraft Damage: Minor Aircraft Fire: In-flight Aircraft Explosion None Classification: U.S. Registered/U.S. Soil None TOTAL - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 1 1 Second Pilot 1 1 Student Pilot Flight Instructor Check Pilot Gabin Attendants 3 3 - TOTAL <td< td=""><td>Accident</td><td>Information</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	Accident	Information												
Classification: U.S. Registered/U.S. Soil - Injury Summary Matrix Fatal Serious Minor None TOTAL First Pilot 1 1 1 1 Second Pilot 1 1 1 Student Pilot 1 1 1 Flight Instructor 1 1 1 Check Pilot 1 1 1 Flight Engineer 1 1 1 Cabin Attendants 1 1 1 Passengers 1 141 141 - TOTAL ABOARD - 1 1 146	Aircraft Dar	mage: Minor		Aircraft Fir	e: In-flic	nt			Aircraft Exp	olosio	n None			
- Injury Summary MatrixFatalSeriousMinorNoneTOTALFirst Pilot111Second Pilot111Student Pilot111Flight Instructor11Check Pilot11Flight Engineer11Cabin Attendants33Other Crew11Passengers1141- TOTAL ABOARD -1146	Classificati	on: U.S. Registered/L	LS Soil			,								
Initial Youth And XFactorFactorFactorFactorFirst Pilot111Second Pilot111Student Pilot111Flight Instructor111Check Pilot111Flight Engineer133Other Crew111Passengers1141141- TOTAL ABOARD -1146147	- Injury Su	mmary Matrix	Fatal S	Serious Mino	or	None	τοται							
Nuclear AddImage: Add Add Add Add Add Add Add Add Add Ad	First Pi					1	1							
Student PilotImage: Constraint of the state o	Second	d Pilot				1	1							
Flight InstructorImage: Check PilotImage: Check PilotImage: Check PilotCheck PilotImage: Check PilotImage: Check PilotImage: Check PilotFlight EngineerImage: Check PilotImage: Check PilotImage: Check PilotCabin AttendantsImage: Check PilotImage: Check PilotImage: Check PilotCabin AttendantsImage: Check PilotImage: Check PilotImage: Check PilotCabin AttendantsImage: Check PilotImage: Check PilotImage: Check PilotOther CrewImage: Check PilotImage: Check PilotImage: Check PilotPassengersImage: Check PilotImage: Check PilotImage: Check Pilot- TOTAL ABOARD -Image: Check PilotImage: Check PilotImage: Check Pilot	Studen	t Pilot					· · ·							
Check PilotImage: Check PilotImage: Check PilotFlight EngineerImage: Check PilotImage: Check PilotCabin AttendantsImage: Check PilotImage: Check PilotCabin AttendantsImage: Check PilotImage: Check PilotOther CrewImage: Check PilotImage: Check PilotPassengersImage: Check PilotImage: Check Pilot- TOTAL ABOARD -Image: Check PilotImage: Check Pilot	Flight li	nstructor												
Flight EngineerImage: Cabin AttendantsImage: Cabin AttendantsImage: Cabin AttendantsOther CrewImage: Cabin AttendantsImage: Cabin AttendantsImage: Cabin AttendantsPassengersImage: Cabin AttendantsImage: Cabin AttendantsImage: Cabin AttendantsPassengersImage: Cabin AttendantsImage: Cabin AttendantsImage: Cabin Attendants- TOTAL ABOARD -Image: Cabin AttendantsImage: Cabin AttendantsImage: Cabin Attendants	Check	Pilot												
Cabin Attendants3Cabin Attendants1Other Crew1Passengers1- TOTAL ABOARD -1	Flight E	Engineer												
Other Crew11Passengers1141- TOTAL ABOARD -1146	Cabin A	Attendants				3	3							
Passengers 141 - TOTAL ABOARD - 1 146	Other C	Crew			1		1							
- TOTAL ABOARD - 1 146 147	Passen	ngers				141	141							
	- TOTAL A	ABOARD -			1	146	147							
Other Ground 0 0 0 0	Other G	Ground	0	0	0	110	0							
- GRAND TOTAL - 0 0 1 146 147	- GRAND	D TOTAL -	0	0	1	146	147							
				FACTUAL	REPO	RT - AV	IATION					F	age 4	

National Transportation Safety Board	NTSB ID: ATL01IA001	
FACTUAL REPORT	Occurrence Date: 10/01/2000	
AVIATION	Occurrence Type: Incident	
Administrative Information		
Investigator-In-Charge (IIC)		
PHILLIP POWELL		
Additional Persons Participating in This Accident/Incid	lent Investigation:	
RONALD P BLITZ BIRMINGHAM FSDO-09		
SCOTT WARREN NTSB-AEROSPACE ENGINEER WASHINGTON, DC,		