
Turbulence injuries, Boeing 737-200, April 17, 2001

Micro-summary: This Boeing 737-200 encountered severe turbulence during climb, injuring two flight attendants.


Event Date: 2001-04-17 at 0830 EDT


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: ATL01LA049		Aircraft Registration Number: N253UA	
		Occurrence Date: 04/17/2001		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Jacksonville		State FL	Zip Code 32099	Local Time 0830	Time Zone EDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 0		Direction From Airport: 0	
Aircraft Information Summary					
Aircraft Manufacturer Boeing			Model/Series 737-200		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>About 0830 eastern daylight time, on April 17, 2001, a Boeing Aircraft Company 737-200, N253UA, operated by US Airways as Flight 2686, encountered severe turbulence during climb out from Baltimore-Washington International Airport in Baltimore, Maryland. Flight 2686 was operated under the provisions of Title 14 CFR Part 121, as a scheduled, domestic passenger flight from Baltimore, Maryland, to Jacksonville, Florida. The flight departed Baltimore-Washington, Maryland, at an undetermined time. There were four crewmembers and 73 revenue passengers on board. One cabin attendant received serious injuries, and another cabin attendant received minor injuries. Undetermined weather conditions at altitude prevailed at the time of the accident. The flight operated under instrument flight rules with a flight plan filed. The flight continued to Jacksonville, Florida, without further incident.</p> <p>According to the pilot, no significant forecasts or pilot reports for turbulent weather were given during the preflight weather briefing by the dispatcher for his route of flight. Approximately 12-15 minutes after takeoff, at an altitude of 19,000 feet, the airplane unexpectedly encountered several areas of moderate turbulence. The "FASTEN SEAT BELT" sign was illuminated at the time of the encounter and the flight attendants were in the cabin preparing to serve the passengers. As they continued their duties, one flight attendant was thrown to the floor during an encounter. After the pilot instructed the flight attendants to take their seats, he was told that one flight attendants had sustained an ankle injury. The flight continued and landed at Jacksonville, Florida, without further incident.</p> <p>A review of National Weather Service information revealed that an AIRMET issued at 0945 hours forecast "occasional moderate turbulence between FL240 and FL350 associated with an upper trough. Conditions expected to continue beyond 1000 hours thru 1600 hours." The area covered in the AIRMET included Maryland and Virginia. A pilot report issued at 0736 hours over Baltimore, Maryland, by a Boeing 757 stated "moderate turbulence was encountered during the climb between 7,000 and 12,000 feet and light turbulence above." The pilot was not informed of the 0736 pilot report.</p>					
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		Occurrence Date: 04/17/2001			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
JACKSONVILLE INTL	JAX	30 Ft. MSL	7	8000	150
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Type Instrument Approach: Unknown					
VFR Approach/Landing: Unknown					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Boeing		737-200		253	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 73	Certified Max Gross Wt.	117500 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Jet	P&W	JT8D-9	15000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection		Date of Last Inspection	Time Since Last Inspection	Airframe Total Time	
Continuous Airworthiness		04/2001	Hours	51151 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
US Airways		2345 Crystal Drive			
		City	State	Zip Code	
		Arlinton	VA	22227	
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: U.S. Airways			Operator Designator Code: 1057		
- 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: ATL01LA049
	Occurrence Date: 04/17/2001
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 37
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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

Airplane Rating(s): Multi-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? 02/2001
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 03/2001
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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	11663									
Pilot In Command(PIC)										
Instructor										
Last 90 Days	12									
Last 30 Days										
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 Baltimore	State FL	Airport Identifier BWI	Departure Time 1205	Time Zone EDT
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Destination Jacksonville	State FL	Airport Identifier JAX	
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Type of Clearance: IFR

Type of Airspace: Class A

Weather Information

Source of Briefing: Company

Method of Briefing: Teletype

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
ORF	1206	EDT	26 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			1200 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		1600 Ft. AGL	Visibility: 7 SM	Altimeter: 29.92 "Hg	
Temperature: 5 °C	Dew Point: 3 °C	Wind Direction: 30		Density Altitude: -1153 Ft.	
Wind Speed: 16	Gusts:	Weather Conditions at Accident Site: Instrument Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information		
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		1	1	1	3
Other Crew					
Passengers				73	73
- TOTAL ABOARD -		1	1	76	78
Other Ground					
- GRAND TOTAL -		1	1	76	78

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ATL01LA049

Occurrence Date: 04/17/2001

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Phillip Powell

Additional Persons Participating in This Accident/Incident Investigation:

Dave King

Orlando FSDO