



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	CHICAGO, IL	<b>Accident Number:</b>	CHI97LA078
<b>Date &amp; Time:</b>	03/02/1997, 0555 CST	<b>Registration:</b>	N755AT
<b>Aircraft:</b>	Boeing 757-2Q8	<b>Injuries:</b>	4 Serious, 18 Minor, 180 None
<b>Flight Conducted Under:</b>	Part 129: Foreign		

## Analysis

The flight crew had checked weather for the intended flight from Durango, Mexico, to Chicago, Illinois, including a briefing from an arriving pilot who warned of light to moderate turbulence. The airplane encountered clear air turbulence while descending from 26,000 feet to 20,000 feet which was described as severe. When the turbulence was encountered the flight crew and a flight attendant made an announcement for the passengers to return to their seats and shortly after that, the 'Fasten Seatbelt' sign was turned on. Two of the passengers sustaining serious injuries were occupying the lavatory at the time of the turbulence encounter.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Clear air turbulence.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: DESCENT

### Findings

1. (C) WEATHER CONDITION - TURBULENCE,CLEAR AIR

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	56
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	19500 hours (Total, all aircraft), 200 hours (Total, this make and model), 13500 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Boeing	<b>Registration:</b>	N755AT
<b>Model/Series:</b>	757-2Q8 757-2Q8	<b>Engines:</b>	2 Turbo Fan
<b>Operator:</b>	MEXICANA AIRLINES	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PW 2040
<b>Flight Conducted Under:</b>	Part 129: Foreign		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	ORD, 666 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 2500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 300°
<b>Temperature:</b>	-1° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	DURANGO, MX (DGO)	<b>Destination:</b>	, IL (ORD)

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	4 Minor, 4 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	4 Serious, 14 Minor, 176 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	STEPHEN A WILSON	<b>Adopted Date:</b>	12/08/1999
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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