



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FORT LAUDERDALE, FL	<b>Accident Number:</b>	MIA99LA039
<b>Date &amp; Time:</b>	12/01/1998, 1030 EST	<b>Registration:</b>	N414WF
<b>Aircraft:</b>	Aerospatiale ATR-72-212	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 51 None

**Flight Conducted Under:** Part 121: Air Carrier - Scheduled

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## Analysis

The flight was at 4,000 feet when Air Traffic Control gave the crew a traffic report. The crew could not locate the traffic, because at the time they were flying in instrument meteorological conditions. About 3 minutes later the crew received a TCAS (traffic collision avoidance system) alert to climb. The flight climbed from 4,000 feet and leveled off at 5,300 feet. During the climb both flight attendants fell. One flight attendant broke her leg, the other was not injured. The flight attendants were standing completing their pre-landing duties when the event occurred. The pilot radioed ATC that he needed to have an ambulance meet the flight when it landed. The flight landed without further incident, and the flight attendant was taken to a local hospital.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: an abrupt maneuver in response to a traffic avoidance system alert, resulting in a flight attendant falling and breaking a leg.

## Findings

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Occurrence #1: ABRUPT MANEUVER  
Phase of Operation: CRUISE

### Findings

1. PULL-UP - INITIATED - PILOT IN COMMAND

## Factual Information

On December 1, 1998, about 1030 eastern standard time, an Aerospatiale ATR-72-212, N414WF, registered to AMR Leasing Corporation Inc., and operated by American Eagle Inc., had a flight attendant injured while maneuvering, about 30 miles southeast of Fort Lauderdale, Florida. Visual meteorological conditions prevailed at the time, and an IFR flight plan was filed for the 14 CFR Part 121 scheduled passenger flight. The airplane was not damaged. The flightcrew of 2, 1 flight attendant, and 48 passengers reported no injuries. One flight attendant was seriously injured. The flight had departed from Nassau, Bahamas, at 0945.

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## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/19/1998
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	13000 hours (Total, all aircraft), 1700 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Aerospatiale	Registration:	N414WF
Model/Series:	ATR-72-212 ATR-72-212	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	414
Landing Gear Type:	Retractable - Tricycle	Seats:	68
Date/Type of Last Inspection:	AAIP	Certified Max Gross Wt.:	48567 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	10184 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PW 127
Registered Owner:	AMR LEASING CORP.	Rated Power:	1850 hp
Operator:	AMR LEASING CORP.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	AMERICAN EAGLE	Operator Designator Code:	SIMA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FLL, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1156 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 21° C
Precipitation and Obscuration:			
Departure Point:	NASSUA, OF (NAS)	Type of Flight Plan Filed:	IFR
Destination:	(FLL)	Type of Clearance:	IFR
Departure Time:	0945 EST	Type of Airspace:	Class B

## Wreckage and Impact Information

Crew Injuries:	1 Serious, 3 None	Aircraft Damage:	None
Passenger Injuries:	48 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 51 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN Report Date: 02/11/2000

Additional Participating Persons: STEVE GORDON; FT. LAUDERDALE, FL

### Publish Date:

**Investigation Docket:** 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).