



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MIAMI, FL	<b>Accident Number:</b>	ATL87LA102
<b>Date &amp; Time:</b>	04/01/1987, 0813 EST	<b>Registration:</b>	N1643
<b>Aircraft:</b>	BOEING 727-295	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 95 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

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## Analysis

AN 84 YEAR-OLD MALE PAX GOT UP FROM HIS SEAT SHORTLY AFTER TAKEOFF AND HEADED TOWARD THE AFT LAVATORIES. THE SEAT BELT AND NO SMOKING SIGNS WERE STILL ILLUMINATED. THE ACFT WAS AT ABOUT 1000 FT AGL AND IN A STEEP CLIMB ATTITUDE. THE PAX FELL FACE FORWARD TOWARD THE REAR OF THE PLANE AND BROKE HIS HIP.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: CLIMB - TO CRUISE

### Findings

1. PASSENGER BRIEFING - PERFORMED - FLIGHT ATTENDANT
2. (C) PASSENGER BRIEFING - NOT FOLLOWED - PASSENGER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	46, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Unknown	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	17000 hours (Total, all aircraft), 2000 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N1643
<b>Model/Series:</b>	727-295 727-295	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	19448
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	164
<b>Date/Type of Last Inspection:</b>	Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	142000 lbs
<b>Time Since Last Inspection:</b>	58 Hours	<b>Engines:</b>	3 Turbo Fan
<b>Airframe Total Time:</b>	55019 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>		<b>Engine Model/Series:</b>	JT8D-15
<b>Registered Owner:</b>	FIRST SECURITY BANK OF UTAH	<b>Rated Power:</b>	16000 lbs
<b>Operator:</b>	PIEDMONT AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>	PIEDMONT AIRLINES	<b>Operator Designator Code:</b>	PAIA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIA, 11 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	0750 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11 °C / -1 °C
Precipitation and Obscuration:			
Departure Point:	MIAMI, FL (MIA)	Type of Flight Plan Filed:	IFR
Destination:	CHARLOTTE, NC (CLT)	Type of Clearance:	IFR
Departure Time:	0810	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	MIAMI INTL (MIA)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	27L	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	None
Passenger Injuries:	1 Serious, 88 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 95 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	SCOTT STRICKLAND	Report Date:	05/02/1988
Additional Participating Persons:			
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 <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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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](#).