



## National Transportation Safety Board Aviation Accident Factual Report

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|-------------------------|-------------------------|-------------------------|--------------------|
| <b>Location:</b>        | Atlanta, GA             | <b>Accident Number:</b> | ATL03LA051         |
| <b>Date &amp; Time:</b> | 03/01/2003, 0630 EST    | <b>Registration:</b>    | N642AS             |
| <b>Aircraft:</b>        | Aerospatiale ATR-72-212 | <b>Aircraft Damage:</b> | None               |
| <b>Defining Event:</b>  |                         | <b>Injuries:</b>        | 1 Serious, 15 None |

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

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On March 1, 2003, at 0630 eastern standard time, an Aerospatiale ATR-72-212, N642AS, registered to and operated by Atlantic Southeast Airlines as Flight 4268, encountered turbulence during cruise flight. Flight 4268 was operated under the provisions of Title 14 CFR Part 121, as a scheduled, domestic passenger flight from Valparaiso, Florida, to William B Hartsfield Atlanta International, Atlanta, Georgia. The flight operated under instrument flight rules with a flight plan filed. The airline transport-rated pilot in command, airline transport-rated first officer, and 12 revenue passengers on board were not injured. One cabin attendant received serious injuries, and the other cabin attendant received minor injuries. The flight continued to Atlanta, Georgia, without further incident. The flight departed Eglin Air Force Base, Florida, at 0450 central daylight time on March 1, 2003.

According to the captain, during cruise flight at 17,000 feet the airplane encountered a jolt of severe turbulence. The autopilot disconnected and there was a 300-foot loss in altitude. According to the flight attendants, during the turbulence encounter they were pinned to the ceiling and dropped to the floor. The captain called to check on the flight attendants status. The flight attendants informed the captain the passengers were uninjured and they had received minor injuries. At the time of the turbulence encounter the seat belt sign was illuminated. The captain radioed for paramedic support after landing. After landing the paramedics boarded the airplane, examined the attendants, and advised them to go to the emergency room for further evaluation. At the emergency room it was determined that one flight attendant had a broken femur in the left ankle and the other was not injured.

The nearest weather reporting facility at the time of the accident was Atlanta International, Georgia. The 0553 surface weather observation was: 400 overcast, visibility 6 statute miles, temperature 7 degrees Celsius, dew point 6 degrees Celsius, wind 70-degrees at 11 knots, and altimeter 30.06 inches. According to the operator, the flight crew received a weather briefing before the flight departed, however there was no weather warning given for severe turbulence.

## Pilot Information

|                                  |   |  |                            |
|----------------------------------|---|--|----------------------------|
| <b>Certificate:</b>              | Airline Transport   | <b>Age:</b>                              | 41, 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 Multi-engine; Airplane Single-engine   | <b>Toxicology Performed:</b>             | No                         |
| <b>Medical Certification:</b>    | Class 1 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | 02/04/2003                 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              | 5641 hours (Total, all aircraft), 4076 hours (Total, this make and model), 3845 hours (Pilot In Command, all aircraft), 222 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft) |  |                            |

## Co-Pilot Information

|                                  |  |  |                            |
|----------------------------------|--|--|----------------------------|
| <b>Certificate:</b>              | Airline Transport; Military            | <b>Age:</b>                              | 35, Male                   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land                      | <b>Seat Occupied:</b>                    | Right                      |
| <b>Other Aircraft Rating(s):</b> | Helicopter                             | <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 Valid Medical--no waivers/lim. | <b>Last FAA Medical Exam:</b>            | 06/24/2002                 |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              |  |  |                            |

## Aircraft and Owner/Operator Information

|                                      |                                      |                                       |                    |
|--------------------------------------|--------------------------------------|---------------------------------------|--------------------|
| <b>Aircraft Make:</b>                | Aerospatiale                         | <b>Registration:</b>                  | N642AS             |
| <b>Model/Series:</b>                 | ATR-72-212                           | <b>Aircraft Category:</b>             | Airplane           |
| <b>Year of Manufacture:</b>          |                                      | <b>Amateur Built:</b>                 | No                 |
| <b>Airworthiness Certificate:</b>    | Transport                            | <b>Serial Number:</b>                 | 395                |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle               | <b>Seats:</b>                         | 70                 |
| <b>Date/Type of Last Inspection:</b> | 02/25/2003, Continuous Airworthiness | <b>Certified Max Gross Wt.:</b>       | 48501 lbs          |
| <b>Time Since Last Inspection:</b>   | 72 Hours                             | <b>Engines:</b>                       | 2 Turbo Prop       |
| <b>Airframe Total Time:</b>          | 19588 Hours at time of accident      | <b>Engine Manufacturer:</b>           | Pratt & Whitney    |
| <b>ELT:</b>                          | Installed, not activated             | <b>Engine Model/Series:</b>           | PW127              |
| <b>Registered Owner:</b>             | ATLANTIC SOUTHEAST AIRLINES INC      | <b>Rated Power:</b>                   | 2750 hp            |
| <b>Operator:</b>                     | ATLANTIC SOUTHEAST AIRLINES INC      | <b>Operating Certificate(s) Held:</b> | Flag carrier (121) |
| <b>Operator Does Business As:</b>    |                                      | <b>Operator Designator Code:</b>      | ASOA               |

## Meteorological Information and Flight Plan

|   |                       |   |                  |
|---|-----------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Instrument Conditions | <b>Condition of Light:</b>                  | Night/Dark       |
| <b>Observation Facility, Elevation:</b> | ATL, 1026 ft msl      | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 0553 EST              | <b>Direction from Accident Site:</b>        | 0°               |
| <b>Lowest Cloud Condition:</b>          | Thin Overcast         | <b>Visibility</b>                           | 6 Miles          |
| <b>Lowest Ceiling:</b>                  | Overcast / 400 ft agl | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 11 knots /            | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 70°                   | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 30.06 inches Hg       | <b>Temperature/Dew Point:</b>               | 7°C / 6°C        |
| <b>Precipitation and Obscuration:</b>   |                       |   |                  |
| <b>Departure Point:</b>                 | VALPARAISO, FL (VPS)  | <b>Type of Flight Plan Filed:</b>           | IFR              |
| <b>Destination:</b>                     | ATLANTA, GA (ATL)     | <b>Type of Clearance:</b>                   | IFR              |
| <b>Departure Time:</b>                  | 0450 CST              | <b>Type of Airspace:</b>                    | Class A          |

## Airport Information

|                             |                                      |                                  |         |
|-----------------------------|--------------------------------------|----------------------------------|---------|
| <b>Airport:</b>             | THE WILLIAM B HARTSFIELD ATLAN (ATL) | <b>Runway Surface Type:</b>      | Unknown |
| <b>Airport Elevation:</b>   | 1026 ft                              | <b>Runway Surface Condition:</b> | Unknown |
| <b>Runway Used:</b>         |                                      | <b>IFR Approach:</b>             | Unknown |
| <b>Runway Length/Width:</b> |                                      | <b>VFR Approach/Landing:</b>     | Unknown |

## Wreckage and Impact Information

|                            |                    |                             |                       |
|----------------------------|--------------------|-----------------------------|-----------------------|
| <b>Crew Injuries:</b>      | 1 Serious, 3 None  | <b>Aircraft Damage:</b>     | None                  |
| <b>Passenger Injuries:</b> | 12 None            | <b>Aircraft Fire:</b>       | None                  |
| <b>Ground Injuries:</b>    | N/A                | <b>Aircraft Explosion:</b>  | None                  |
| <b>Total Injuries:</b>     | 1 Serious, 15 None | <b>Latitude, Longitude:</b> | 33.640278, -84.426944 |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Eric H Alleyne  |
| <b>Additional Participating Persons:</b> | Kim Davis; Atlanta FSDO; College Park, GA   |
| <b>Investigation Docket:</b>             | NTSB accident and incident docket 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> . |