
Salt shaker injury, Lockheed L-1011-385-3, May 26, 1997

Micro-summary: A flight attendant on this Lockheed L-1011-385-3 was seriously injured after tripping on a salt shaker, which broke her left ankle.


Event Date: 1997-05-26 at 0505 GMT


Investigative Body: National Transportation Safety Board (NTSB), USA


Investigative Body's Web Site: <http://www.nts.gov/>

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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).
 2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. ***Your company's flight operations manual is the final authority as to the safe operation of your aircraft!***
 3. Reports may or may not represent reality. Many many non-scientific factors go into an investigation, including the magnitude of the event, the experience of the investigator, the political climate, relationship with the regulatory authority, technological and recovery capabilities, etc. It is recommended that the reader review all reports analytically. Even a "bad" report can be a very useful launching point for learning.
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		NTSB ID: ATL97LA075		Aircraft Registration Number: N768DL	
		Occurrence Date: 05/26/1997		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place ATLANTIC OCEAN	State AO	Zip Code 00000	Local Time 0505	Time Zone GMT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Lockheed		Model/Series L-1011-385-3		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>On May 26, 1997, at 0505 Greenwich Mean Time (GMT), N768DL, a Lockheed L-1011-385-3, was enroute, from Atlanta to Amsterdam, Netherlands, when a flight attendant was seriously injured during the cruise phase of flight. The Delta Air Lines, scheduled, international, passenger flight, was being conducted under the provisions of Title 14 CFR Part 121, with an Instrument Flight Rules (IFR) flight plan filed. Visual meteorological conditions prevailed. One flight attendant was seriously injured, and the airline transport pilot, first officer, flight engineer, nine flight attendants, and 211 passengers sustained no injuries. The flight departed Atlanta at 2127 eastern daylight time (0127 GMT).</p> <p>The flight was near Benbecula, a naवाद on an island off the coast of Scotland, when the accident occurred. There was no report of turbulence. The sky was clear and the air was smooth. There were no mechanical problems reported with the aircraft. The A-Line flight attendant advised the Captain that one of the flight attendants had stepped on a salt shaker, in the First Class Galley, breaking her left ankle and cutting one of her fingers. The second officer administered First Aid. Paramedics met the flight at the destination.</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ATL97LA075			
		Occurrence Date: 05/26/1997			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer Lockheed		Model/Series L-1011-385-3		Serial Number 193H-1216	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 231	Certified Max Gross Wt.	442000 LBS	Number of Engines: 3	
Engine Type: Turbo Fan	Engine Manufacturer: Rolls-Royce	Model/Series: RB.211	Rated Power: 41000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection 05/1997	Time Since Last Inspection 239 Hours	Airframe Total Time 63459 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner DELTA AIR LINES, INC		Street Address HARTSFIELD INT'L AIRPORT			
		City ATLANTA	State GA	Zip Code 30320	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As: DELTA AIR LINES			Operator Designator Code: DALA		
- 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; International; Passenger Only					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ATL97LA075
	Occurrence Date: 05/26/1997
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 56
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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

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?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 04/1997
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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	16400	931								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	59									
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 ATLANTA	State GA	Airport Identifier ATL	Departure Time 0127	Time Zone GMT
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Destination AMSTERDAM	State NL	Airport Identifier AMS	
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Type of Clearance: IFR

Type of Airspace: Class A

Weather Information

Source of Briefing:
Company

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ATL97LA075
	Occurrence Date: 05/26/1997
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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
AMS	2200	GMT	0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Not Reported	
Lowest Ceiling: Unknown			0 Ft. AGL	Visibility: 0 SM	Altimeter: 30.00 "Hg
Temperature: 12 °C	Dew Point:	°C	Wind Direction: 2	Density Altitude: Ft.	
Wind Speed: 13	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information

Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None
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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				1	1
Cabin Attendants		1		9	10
Other Crew					
Passengers				211	211
- TOTAL ABOARD -		1		223	224
Other Ground	0	0	0		0
- GRAND TOTAL -	0	1	0	223	224

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ATL97LA075

Occurrence Date: 05/26/1997

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

PHILLIP POWELL

Additional Persons Participating in This Accident/Incident Investigation:

BILL DUBIS
ATLANTA FSDO

KAREN C WALSH
NTSB
ATLANTA, GA,