



National Transportation Safety Board Aviation Accident Data Summary

Location:	DFW AIRPORT, TX	Accident Number:	FTW96LA269
Date & Time:	06/21/1996, 1428 CDT	Registration:	DAIBE
Aircraft:	Airbus Industrie A-340-200	Injuries:	4 Serious, 2 Minor, 70 None
Flight Conducted Under:	Part 129: Foreign		

Analysis

During climb, the TCAS accrued a TA then a RA down advisory 'don't climb greater than 500 fpm.' The crew simultaneously operated their respective side stick controls when the captain responded with an abrupt maneuver without making a verbal announcement that he was taking command. Input from both side sticks changed the aircraft nose-up pitch from 0.7 degrees to 4.22 degrees in 1.1 second and an aft galley g load from -0.36 g's to 2.27 g's. Subsequently, the Captain Side Stick Position gave an aircraft pitch change to 2.11 degrees nose-down and an aft galley CG of -0.76 g's in a span of one second. Both Side Stick positions cumulatively gave 1.8 degrees nose-up and 2.09 g's at the aft galley in 1.2 seconds. The VFR traffic had visual contact on the Airbus and both aircraft were advised by ATC that the traffic was not a factor. The seat belt sign had been turned 'OFF' and the FA's were preparing for passenger service. FA's reported strong consecutive jolts, without warning, that threw them and items against the ceiling. The captain had the TCAS CBT training. He had not received the simulator TCAS training. The Captain had not participated in CRM.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flightcrew's abrupt maneuver/descent in response to a TCAS RA. Factors were the company assignment of the captain to the crew position with a lack of captain training.

Findings

Occurrence #1: ABRUPT MANEUVER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) EVASIVE MANEUVER - PERFORMED - FLIGHTCREW
2. (F) INADEQUATE TRAINING - FLIGHTCREW
3. (F) INADEQUATE CERTIFICATION/APPROVAL, AIRMAN - COMPANY/OPERATOR MGMT

Pilot Information

Certificate:	Airline Transport	Age:	49
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	16388 hours (Total, all aircraft), 1931 hours (Total, this make and model), 190 hours (Last 90 days, all aircraft), 71 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Airbus Industrie	Registration:	DAIBE
Model/Series:	A-340-200 A340-200	Engines:	4 Turbo Jet
Operator:	LUFTHANSA GERMAN AIRLINES	Engine Manufacturer:	Cfm
Operating Certificate(s) Held:	None	Engine Model/Series:	CFM 56-5C2
Flight Conducted Under:	Part 129: Foreign		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DFW, 603 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	12 knots, 100°
Temperature:	32° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(DFW)	Destination:	HOUSTON, TX (IAH)

Wreckage and Impact Information

Crew Injuries:	4 Serious, 1 Minor, 5 None	Aircraft Damage:	None
Passenger Injuries:	1 Minor, 65 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	JOYCE M SMITH	Adopted Date:	03/31/1998
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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