



National Transportation Safety Board Aviation Accident Data Summary

Location:	NEWARK, NJ	Accident Number:	NYC00LA086
Date & Time:	03/01/2000, 0347 EST	Registration:	N302FE
Aircraft:	McDonnell Douglas DC-10-30F	Injuries:	3 None
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Analysis

The airplane was taxiing to the runway for departure when the APU door light illuminated. The airplane returned to the loading dock, the engines were shut down, and the APU door was closed and secured. The airplane's engines were then restarted, and the airplane began another pushback. One maintenance technician was wearing a headset, and was located off the right side of the airplane. Another technician was driving the tug. After receiving clearance to push, the tug driver made a gradual turn to avoid equipment and minimize jet blast to other gates. Halfway down the ramp, the airplane contacted the loading dock, and suffered an 8-foot gash along the left side, below the cockpit area. The tug operator stated that the tug's drive mechanism was sticking in a '2-wheel,' or 'crab' mode. Post-accident investigation of the tug revealed no discrepancies, although other technicians subsequently complained of the same intermittent problem. Components were removed for testing, with no anomalies found. However, once those components were replaced, there were no additional problems with the tug. A representative from the tug's manufacturer stated that regardless of system status, the operator would always have had front wheel steering and braking.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The tug operator's inadequate visual lookout.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - PUSHBACK/TOW

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE

Pilot Information

Certificate:	Airline Transport	Age:	55
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	6842 hours (Total, all aircraft), 4745 hours (Total, this make and model), 1572 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	McDonnell Douglas	Registration:	N302FE
Model/Series:	DC-10-30F DC-10-30F	Engines:	3 Turbo Fan
Operator:	FEDERAL EXPRESS CORP	Engine Manufacturer:	GE
Operating Certificate(s) Held:	Air Cargo	Engine Model/Series:	CF6-502C
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	EWR, 18 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 50°
Temperature:	3°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	(EWR)	Destination:	MEMPHIS, TN (MEM)

Airport Information

Airport:	NEWARK INTL AIRPORT (EWR)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	PAUL R COX	Adopted Date:	11/29/2000
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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