



National Transportation Safety Board Aviation Incident Final Report

Location:	SAN FRANCISCO, CA	Incident Number:	LAX84IA040
Date & Time:	11/02/1983, 0710 PST	Registration:	N605TW
Aircraft:	BOEING 767	Aircraft Damage:	Minor
Defining Event:		Injuries:	104 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

DURING PUSHBACK THE RIGHT WINGTIP OF THE BOEING 767 STRUCK THE RUDDER OF A DOUGLAS DC-9 PARKED AT THE ADJACENT GATE. THE B-767 WAS BEING PUSHED BACK BY TWO MECHANICS, ONE ON THE TUG & ONE UNDER THE LEFT WING.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:		Age:	, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N605TW
Model/Series:	767 767	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	300000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Jet
Airframe Total Time:		Engine Manufacturer:	UNKNOWN
ELT:	Installed, not activated	Engine Model/Series:	UNKNOWN
Registered Owner:	TRANS WORLD AIRLINES, INC.	Rated Power:	
Operator:	TRANS WORLD AIRLINES, INC.	Operating Certificate(s) Held:	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SFO, 119 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0656 PST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 1300 ft agl	Visibility	0 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C / 12° C
Precipitation and Obscuration:			
Departure Point:	SAN FRANCISCO, CA (SFO)	Type of Flight Plan Filed:	IFR
Destination:	ST LOUIS, MO (STL)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class B

Airport Information

Airport:	SAN FRANCISCO INTL (SFO)	Runway Surface Type:	
Airport Elevation:	119 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	8 None	Aircraft Damage:	Minor
Passenger Injuries:	96 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	104 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	M. J PYATT	Report Date:	
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).