



National Transportation Safety Board Aviation Accident Data Summary

Location:	Greenville, SC	Accident Number:	ATL02LA029
Date & Time:	01/02/2002, 2120 EST	Registration:	N262FE
Aircraft:	Boeing 727-200	Injuries:	3 None
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Analysis

According to the Captain, during the first phase of pushback, everything appeared normal. The first and second officers were completing the engine start check and the airplane was being pushed back from the gate when the airplane came to a stop. The tug operator stated that during pushback, the airplane nose wheel hit a patch of ice. As he applies brakes to stop the tug, the airplane began to slide. Unable to stop the movement, the tug driver jumped from the tug to avoid getting caught between the tug and airplane. The tug came to rest lodged under the fuselage of the airplane creating a 10-inch by 14-inch hole in the underside of the fuselage breaking two stringers.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The tug driver's failure to maintain control of the airplane during pushback resulting in the tug colliding with the airplane. A factor was ice on the ramp.

Findings

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

Findings

1. (C) OBJECT - VEHICLE
2. (F) TERRAIN CONDITION - ICY
3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - DRIVER OF VEHICLE

Pilot Information

Certificate:	Airline Transport	Age:	48
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1773 hours (Total, all aircraft), 1760 hours (Total, this make and model), 29 hours (Last 90 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	32
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1691 hours (Total, all aircraft), 155 hours (Total, this make and model), 155 hours (Last 90 days, all aircraft)		

Flight Engineer Information

Certificate:	Flight Engineer	Age:	
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N262FE
Model/Series:	727-200	Engines:	3 Turbo Fan
Operator:	Fedex Express Corporation	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	Air Cargo; Flag carrier (121)	Engine Model/Series:	JT8D-15QM
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night
Observation Facility, Elevation:	GSP, 964 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 40°
Temperature:	-4° C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	Greenville, SC (GSP)	Destination:	Memphis, TN (MEM)

Airport Information

Airport:	Greer-Greenville Spartanburg (GSP)	Runway Surface Type:	Asphalt; Concrete
Runway Used:		Runway Surface Condition:	Ice; Snow--wet; Wet
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:	34.885833, -82.217500		

Administrative Information

Investigator In Charge (IIC): Butch Wilson

Adopted Date: 07/25/2002

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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