



National Transportation Safety Board Aviation Accident Data Summary

Location:	Seattle, WA	Accident Number:	SEA02LA049
Date & Time:	03/02/2002, 0620 PST	Registration:	N589UA
Aircraft:	Boeing 757-200	Injuries:	90 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

After completing deicing procedures on a company Boeing 757-200, the driver of the deicing truck maneuvered his truck in a manner that caused the deicing basket boom to impact the trailing edge of the aircraft's left aileron. The boom penetrated the aileron to a depth of almost two feet and damaged its spar. The investigation revealed that while backing out from his position behind the aircraft's left wing, the driver had inadvertently turned his steering wheel in a direction that caused the boom, which is mounted on the back end of the truck, to converge on the trailing edge of the aileron.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the deicing truck driver to insure that the deicing basket boom remained clear of the aircraft structure as he backed away from the position he had been in while performing deicing procedures.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (C) CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	14600 hours (Total, all aircraft), 1800 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	Registration:	N589UA
Model/Series:	757-200	Engines:	2 Turbo Fan
Operator:	United Airlines	Engine Manufacturer:	Rolls-Royce
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	RB-211-535C
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	KSEA, 429 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	5 knots / , 130°
Temperature:	-1 °C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Seattle, WA (SEA)	Destination:	Chigago, IL (ORD)

Airport Information

Airport:	Seattle/Tacoma Int. (KSEA)	Runway Surface Type:	
Runway Used:		Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	Substantial
Passenger Injuries:	83 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC):	Orrin K Anderson	Adopted Date:	06/03/2002
Investigation Docket:	NTSB accident and incident docket 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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