
Ground collision between equipment and a Boeing 737-4Q8, Miami, September 6, 1995

Micro-summary: A paymover struck other equipment, which then damaged a Boeing 737-4Q8.


Event Date: 1995-09-06 at 1220 EDT


Investigative Body: National Transportation Safety Board (NTSB), USA


Investigative Body's Web Site: <http://www.nts.gov/>

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|---|--|---------------------------------|----------------------------------|--------------------------------------|------------------|
|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: MIA95LA218 | | Aircraft Registration Number: N405KW | |
| | | Occurrence Date: 09/06/1995 | | Most Critical Injury: None | |
| | | Occurrence Type: Accident | | Investigated By: NTSB | |
| Location/Time | | | | | |
| Nearest City/Place MIAMI | | State FL | Zip Code 33159 | Local Time 1220 | Time Zone EDT |
| Airport Proximity: On Airport | | Distance From Landing Facility: | | Direction From Airport: | |
| Aircraft Information Summary | | | | | |
| Aircraft Manufacturer BOEING | | Model/Series 737-4Q8 | | Type of Aircraft Airplane | |
| Sightseeing Flight: No | | | Air Medical Transport Flight: No | | |
| Narrative | | | | | |
| Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident: | | | | | |
| <p>On September 6, 1995, about 1220 eastern daylight time, a Boeing 737-4Q8, N405KW, registered to International Lease Finance Corporation, operated by Carnival Air Lines, Inc., was substantially damaged while attempting to push back from a gate at the Miami International Airport, Miami, Florida. Visual meteorological conditions prevailed at the time and an IFR flight plan was filed for the 14 CFR Part 121 scheduled, international, passenger flight. The captain, first officer, cabin crew of 4, and 72 passengers were not injured. The flight was originating at the time of the accident.</p> <p>An employee of the company that provides ground support stated that the towbar was first connected to the airplane. He then positioned the paymover and attempted without assistance to connect the towbar to the paymover. The paymover then moved uncommanded rearward and collided with a container loader. The engine of the paymover was then shut down and the captain and a ground support supervisor who were on the flight deck inspected the airplane for damage; none was noted. The captain returned to the flight deck and the supervisor boarded the paymover. The supervisor stated that while standing on the paymover he disengaged the parking brake, applied the normal brakes, and started the engine of the paymover. Immediately after the engine was started the paymover moved uncommanded forward and attempts to stop the paymover using the normal brakes were unsuccessful. The paymover then collided with the towbar and a ground power unit which was pushed into the fuselage. The supervisor further stated that he operates similar paymovers daily.</p> <p>Following the accident, damage to the tug was repaired; however, the normal brake system of the tug was not worked on. The neutral safety switch which is designed to prevent starting of the engine with the transmission in drive or reverse was operationally checked for failure or malfunction, with no defects noted. Additionally, postaccident operational testing of the normal brakes at near full acceleration revealed no evidence of failure or malfunction.</p> <p>According to the cargo manager, the paymover involved in the accident had been in the shop for maintenance on August 28, 1995, and during testing, the engine started once while the transmission selector was in the "drive" position. Attempts to duplicate were unsuccessful. The paymover was returned to service.</p> <p>According to the training manager he experienced a similar occurrence involving uncommanded movement of the same paymover but the normal brakes stopped the paymover. He also stated that discrepancies with ground support equipment are verbally reported to maintenance.</p> <p>Review of maintenance work orders for the accident paymover from March 1994, to the date of the accident revealed no similar discrepancies.</p> | | | | | |
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|---|--|---|---|---|------------------------------------|--------------|
|  | | NTSB ID: MIA95LA218 | | | | |
| | | Occurrence Date: 09/06/1995 | | | | |
| | | Occurrence Type: Accident | | | | |
| Landing Facility/Approach Information | | | | | | |
| Airport Name MIAMI INTERNATIONAL | | Airport ID: MIA | Airport Elevation 11 Ft. MSL | Runway Used 0 | Runway Length | Runway Width |
| Runway Surface Type: | | | | | | |
| Runway Surface Condition: | | | | | | |
| Type Instrument Approach: | | | | | | |
| VFR Approach/Landing: None | | | | | | |
| Aircraft Information | | | | | | |
| Aircraft Manufacturer BOEING | | Model/Series 737-4Q8 | | Serial Number 24704 | | |
| Airworthiness Certificate(s): Transport | | | | | | |
| Landing Gear Type: Retractable - Tricycle | | | | | | |
| Homebuilt Aircraft? No | | Number of Seats: 167 | Certified Max Gross Wt. 138500 LBS | | Number of Engines: 2 | |
| Engine Type: Turbo Fan | | Engine Manufacturer: CFM | | Model/Series: CFM-56-3C-1 | Rated Power: 22500 LBS | |
| - Aircraft Inspection Information | | | | | | |
| Type of Last Inspection AAIP | | Date of Last Inspection 08/1995 | Time Since Last Inspection 154 Hours | | Airframe Total Time 10624 Hours | |
| - Emergency Locator Transmitter (ELT) Information | | | | | | |
| ELT Installed? Yes | | ELT Operated? No | | ELT Aided in Locating Accident Site? No | | |
| Owner/Operator Information | | | | | | |
| Registered Aircraft Owner INTERNATIONAL LEASE FINANCE CO | | Street Address 1999 AVE OF THE STARS-39TH FL | | | | |
| | | City LOS ANGELES | | State CA | Zip Code 90067 | |
| Operator of Aircraft CARNIVAL AIR LINES, INC. | | Street Address 1815 GRIFFEN ROAD-SUITE 205 | | | | |
| | | City DANIA | | State FL | Zip Code 33004 | |
| Operator Does Business As: | | | | Operator Designator Code: RIVA | | |
| - Type of U.S. Certificate(s) Held: | | | | | | |
| Air Carrier Operating Certificate(s): Flag Carrier/Domestic | | | | | | |
| Operating Certificate: | | | Operator Certificate: | | | |
| Regulation Flight Conducted Under: Part 121: Air Carrier | | | | | | |
| Type of Flight Operation Conducted: Scheduled; International; Passenger Only | | | | | | |
| FACTUAL REPORT - AVIATION | | | | | | |

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| | Occurrence Type: Accident |

First Pilot Information

| | | | | |
|-----------------|-----------------|------------------|--------------------------|-----------|
| Name On File | City On File | State On File | Date of Birth On File | Age 39 |
|-----------------|-----------------|------------------|--------------------------|-----------|

| | | | |
|--------|---------------------|--------------------------------------|-----------------------------|
| Sex: M | Seat Occupied: Left | Principal Profession: Civilian Pilot | Certificate Number: On File |
|--------|---------------------|--------------------------------------|-----------------------------|

Certificate(s): Airline Transport; Commercial; Flight Engineer

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

| | |
|---|---------------------------------|
| Type Rating/Endorsement for Accident/Incident Aircraft? Yes | Current Biennial Flight Review? |
|---|---------------------------------|

| | | |
|------------------------|--|------------------------------------|
| Medical Cert.: Class 1 | Medical Cert. Status: Valid Medical--no waivers/lim. | Date of Last Medical Exam: 07/1995 |
|------------------------|--|------------------------------------|

| - Flight Time Matrix | All A/C | This Make and Model | Airplane Single Engine | Airplane Multi-Engine | Night | Instrument | | Rotorcraft | Glider | Lighter Than Air |
|-----------------------|---------|---------------------|------------------------|-----------------------|-------|------------|-----------|------------|--------|------------------|
| | | | | | | Actual | Simulated | | | |
| Total Time | 11276 | 5455 | | | | | | | | |
| Pilot In Command(PIC) | 8197 | | | | | | | | | |
| Instructor | 68 | | | | | | | | | |
| Last 90 Days | 176 | 176 | | | 12 | | | | | |
| Last 30 Days | 58 | 58 | | | | | | | | |
| Last 24 Hours | 5 | 5 | | | | | | | | |

| | | | |
|--------------------|---------------------------|--------------------------|-------------------|
| Seatbelt Used? Yes | Shoulder Harness Used? No | Toxicology Performed? No | Second Pilot? Yes |
|--------------------|---------------------------|--------------------------|-------------------|

Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

| | | | | |
|---|-------|---------------------------|------------------------|-----------|
| Departure Point Same as Accident/Incident Location | State | Airport Identifier MIA | Departure Time 0000 | Time Zone |
|---|-------|---------------------------|------------------------|-----------|

| | | | |
|-------------------------------|-------------|----------------------------|--|
| Destination PORT-AU-PRINCE | State OF | Airport Identifier MTPP | |
|-------------------------------|-------------|----------------------------|--|


Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing: Company

Method of Briefing:

| | |
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|---------------------------------------|-----------------------|--|---------------|---------------------------------|------------------------------|
| Weather Information | | | | | |
| WOF ID | Observation Time | Time Zone | WOF Elevation | WOF Distance From Accident Site | Direction From Accident Site |
| MIA | 1150 | EDT | 11 Ft. MSL | 1 NM | 360 Deg. Mag. |
| Sky/Lowest Cloud Condition: Scattered | | | 2900 Ft. AGL | Condition of Light: Day | |
| Lowest Ceiling: Broken | | 25000 Ft. AGL | | Visibility: 7 SM | Altimeter: 29.00 "Hg |
| Temperature: 31 °C | Dew Point: 23 °C | Wind Direction: 130 | | Density Altitude: Ft. | |
| Wind Speed: 7 | Gusts: | Weather Conditions at Accident Site: Visual Conditions | | | |
| Visibility (RVR): 0 Ft. | Visibility (RVV) 0 SM | Intensity of Precipitation: Unknown | | | |
| Restrictions to Visibility: None | | | | | |
| Type of Precipitation: None | | | | | |

| | | |
|------------------------------|---------------------|--------------------------|
| Accident Information | | |
| Aircraft Damage: Substantial | Aircraft Fire: None | Aircraft Explosion: None |

| | | | | | |
|---|-------|---------|-------|------|-------|
| Classification: U.S. Registered/U.S. Soil | | | | | |
| - Injury Summary Matrix | Fatal | Serious | Minor | None | TOTAL |
| First Pilot | | | | 1 | 1 |
| Second Pilot | | | | 1 | 1 |
| Student Pilot | | | | | |
| Flight Instructor | | | | | |
| Check Pilot | | | | | |
| Flight Engineer | | | | | |
| Cabin Attendants | | | | 4 | 4 |
| Other Crew | | | | | |
| Passengers | | | | 72 | 72 |
| - TOTAL ABOARD - | | | | 78 | 78 |
| Other Ground | 0 | 0 | 0 | | 0 |
| - GRAND TOTAL - | 0 | 0 | 0 | 78 | 78 |

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: MIA95LA218

Occurrence Date: 09/06/1995

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

TIMOTHY W. MONVILLE

Additional Persons Participating in This Accident/Incident Investigation:

KEN MILLER
FAA FSDO
MIAMI, FL