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## Ground collision between a Douglas DC-8 and DC-10, December 17, 1999

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**Micro-summary:** This Douglas DC-8 collided with a parked McDonnell Douglas DC-10 while taxiing.

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**Event Date:** 1999-12-17 at 1604 CST

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


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

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		NTSB ID: CHI00LA047		Aircraft Registration Number: N995CF	
		Occurrence Date: 12/17/1999		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place INDIANAPOLIS		State IN	Zip Code 46241	Local Time 1604	Time Zone CST
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Douglas		Model/Series DC-8-62		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On December 17, 1999, at 1604 central standard time, a McDonnell Douglas DC-8-62, N995CF, operated by Emery Worldwide Airlines as Flight #638, collided with a parked, Gemini DC-10, while taxiing on the United States Postal Service (USPS) Eagle Hub Ramp at the Indianapolis International Airport, Indianapolis, Indiana. The captain, first officer, and flight engineer were not injured. The airplane received substantial damage. The 14 CFR Part 121 cargo flight was originating at the time of the accident. Visual meteorological conditions prevailed and an IFR flight plan was filed.</p> <p>Prior to taxiing, N995CF was parked in spot B4C. The DC-10 was parked in spot C2C. The captain reported they received their taxi clearance from Evergreen and they began to taxi from the parking spot with the assistance of a marshaller. (Evergreen Aviation Ground Logistics Enterprises, Inc., is under contract with the United States Postal Service to provide ramp control and ground handling on the Eagle Hub Ramp.) He stated they were directed to taxi forward then turn left and follow the green taxi line. The captain stated that after making the left turn, they were lined up on the yellow and black taxi line. He stated he corrected toward the green line, but felt that being on the green line would bring them too close to other aircraft parked on their left side. It was during the turn to align with the green taxi line that the right wing struck the radome of the parked DC-10. The captain reported, "Since there were no 'follow me' truck or wing walkers we had to keep diligence on the a/c wing tips ourselves."</p> <p>The first officer reported, "We were taxied forward past the green-dashed lines as well as the solid yellow taxi line. The marshaller then gave us a left turn and released us to taxi on our own." He stated the captain, "...found the green dashed line to the left of the yellow taxi line and was attempting to taxi to the line when our aircraft's right wing tip struck the parked DC-10 at which point we stopped and shut down."</p> <p>The right wingtip, outboard wing rib and spar cap, sheet metal, wingtip lights and static wicks were damaged on N995CF. The radome, pitot tube, and an antenna on the parked DC-10 were also damaged.</p> <p>C-Net operations were in affect on the Eagle Hub Ramp at the time of the accident. Emery Worldwide Airlines offered the following description of C-Net operations.</p> <p>"The majority of Eagle Hub operations occur during the night with mostly B-727 sized aircraft. During the Christmas season, the USPS conducts a two week long C-Net operation during the daylight hours involving up to 40 aircraft, including multiple DC-8s, B-747s, DC-10s, and MD-11s. Because of the large number and size of the aircraft, the normal Eagle Hub Ramp aircraft parking and taxi routes are modified to support C-Net aircraft operations."</p> <p>"During normal Eagle Hub operations, the taxi lines used between the parking rows are solid black and yellow lines. For the C-Net operations, taxi lines between several of the parking rows</p>					
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National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**

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Narrative (Continued)

are temporarily moved to accommodate the larger aircraft and were painted dashed green lines. Depending on the parking spot, the aircraft would be directed by the Eagle Hub Ramp controller to follow either the normal black/yellow line or the temporary dashed green lines."

Following this accident Evergreen Aviation Ground Logistics Enterprises, Inc., changed their operating procedures during C- Net operations at the Indianapolis International Airport. The new procedures are as follows: "One marshaller will startup the aircraft, check the surrounding area for hazards and signal the aircraft out of the block spot to the correct taxi line. The marshaller will then hand off the flight to the second marshaller. The second marshaller will position himself well ahead of the aircraft on the taxi line, thus directing the aircraft through the aircraft that may be on either side. The aircraft will then be released to proceed under ground control."

		NTSB ID: CHI00LA047			
		Occurrence Date: 12/17/1999			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
INDIANAPOLIS INT'L	IND	797 Ft. MSL	0		
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Douglas		DC-8-62		46024	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 7	Certified Max Gross Wt.	335000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Jet	P&W	JT3D-7			
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	12/1999	0 Hours	63922 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
FLEET NATIONAL BANK		777 MAIN STREET			
		City	State	Zip Code	
		HARTFORD	CT	06115	
Operator of Aircraft		Street Address			
EMERY WORLDWIDE AIRLINES		1 EMERY PLAZA			
		City	State	Zip Code	
		VANDALIA	OH	45377	
Operator Does Business As:			Operator Designator Code: RRXA		
- 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: Non-scheduled; Domestic; Cargo					
FACTUAL REPORT - AVIATION					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI00LA047
	Occurrence Date: 12/17/1999
	Occurrence Type: Accident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 46
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport

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

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s):

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 11/1999
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- 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										
Pilot In Command(PIC)										
Instructor										
Last 90 Days	178	178		178						
Last 30 Days	52	52		52						
Last 24 Hours	3	3		3						

Seatbelt Used? Yes	Shoulder Harness Used?	Toxicology Performed? No	Second Pilot? Yes
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**Flight Plan/Itinerary**

Type of Flight Plan Filed: IFR

Departure Point Same as Accident/Incident Location	State	Airport Identifier IND	Departure Time 0000	Time Zone
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Destination MINNEAPOLIS	State MN	Airport Identifier MSP	
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Type of Clearance: None

Type of Airspace: Class B

**Weather Information**

Source of Briefing:  
Company

Method of Briefing:

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: CHI00LA047
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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
IND	1356	CST	797 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			8500 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			0 Ft. AGL	Visibility: 10 SM	Altimeter: 30.00 "Hg
Temperature: 8 °C	Dew Point: 1 °C	Wind Direction: 340		Density Altitude: Ft.	
Wind Speed: 8	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
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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				1	1
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				3	3
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	3	3

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: CHI00LA047

Occurrence Date: 12/17/1999

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

PAMELA S. SULLIVAN

Additional Persons Participating in This Accident/Incident Investigation:

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