
Wing walker injuries, Boeing 727-200, March 23, 2001

Micro-summary: This Boeing 727-200 blew over a wing walker when doing a power backup. The wing walker was seriously injured.

Event Date: 2001-03-23 at 2100


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

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

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		NTSB ID: ATL01LA041		Aircraft Registration Number: N275US	
		Occurrence Date: 03/23/2001		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Memphis	State TN	Zip Code 38116	Local Time 2100	Time Zone	
Airport Proximity: On Airport		Distance From Landing Facility: 0		Direction From Airport: 0	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 727-200		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>About 2100 central standard time, on March 23, 2001, a Boeing 727-200, N275US, operated by Northwest Airlines, as Flight 934, blew over a ramp employee during a power back from the terminal gate at Memphis Tennessee International Airport in Memphis, Tennessee. Flight 934 was operated under the provisions of Title 14 CFR Part 121, as a scheduled, domestic passenger flight from Memphis, Tennessee, to Miami. The flight was scheduled to depart the Memphis Tennessee International Airport at approximately 2100. There were three crewmembers and 124 revenue passengers on board Flight 934. No injuries were reported by the flight crew or the passengers. The wing walker received serious injuries. Visual metrological conditions prevailed at the time of the accident. The flight was operated on an instrument flight plan.</p> <p>According to the Northwest Airlines Safety Official, a wing walker was removing a stuck wheel chock from the right main landing gear during a power-back from the gate. The wing walker was blown over by the jet blast after the chock was removed. The wing walker received serious injuries. The flight was cancelled, and the passengers were deplaned.</p> <p>According to the flight crew, they were given the signal for engine start. After completing the taxi check, the flight crew signaled they were ready for powerback. The flight crew then stated, the coordinator signal for them to come forward. The captain moved the airplane forward by applying forward thrust. The Powerback/Coordinator then gave the flight crew the signal to stop. After a slight delay, the Powerback Coordinator then gave the powerback signal. The captain moved the throttles into reverse thrust, moving back for a very short distance. The Powerback Coordinator then gave the crew the stop signal.</p> <p>According to the Powerback Coordinator, there was a stuck wheel chock under the right main inner landing gear on the aft side. He gave the signal for the airplane to move forward so that the wing walker could remove the chock. After the airplane moved forward, he then gave the signal to stop. The wing walker unchocked the airplane, and proceeded to position himself for powerback. The wing walker was then blown to the ground behind the left main gear. The Powerback Coordinator stated that due to darkness he could not see the wing walker behind the gear. The Powerback Coordinator stated that the airplane started to move backwards, and he gave the crew the emergency stop signal.</p> <p>According to the wing walker, the airplane had settled back on the right main landing gear chock. He advised the marshaller that he would remove the chock when the airplane was moved forward. As the airplane was moved forward, the wing walker removed the chock and disposed of it to the right. He walked back under the airplane to the left wing. As he was exiting the left side, he heard the thrust reversers deploy and was knocked down by the reverse thrust. The wing walker stated that he was in no position to see the Powerback Coordinators signals.</p> <p>The Northwest Airlines Standard Practice Manual states, Powerback Coordinator (Marshal)-(Provides</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION




NTSB ID: ATL01LA041


Occurrence Date: 03/23/2001

Occurrence Type: Accident

Narrative (Continued)

signals to the Captain) "Item A.1a. The Marshal is responsible for ensuring Wing Walkers are in proper position before giving the all clear signal. Never signal the flight deck crew to move the aircraft until the Wing Walker is in position and ready".

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ATL01LA041			
		Occurrence Date: 03/23/2001			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
Memphis International Airport	MEM	335 Ft. MSL	0	0	0
Runway Surface Type: Unknown					
Runway Surface Condition: Unknown					
Type Instrument Approach: Unknown					
VFR Approach/Landing: Unknown					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Boeing		727-200		21154	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 150	Certified Max Gross Wt.	176500 LBS	Number of Engines: 3	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Jet	P&W	JT8D-7BH	15500 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness		Hours	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		Street Address			
NORTHWEST AIRLINES INC		2700 Lone Oak Parkway			
		City	State	Zip Code	
		Eagan	MN	55121	
Operator of Aircraft		Street Address			
Same as Reg'd Aircraft Owner		Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As: Northwest Airlines			Operator Designator Code: MR5D		
- 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; Domestic; Passenger Only					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ATL01LA041
	Occurrence Date: 03/23/2001
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 34
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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): Airplane Single-engine

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review? 01/2001
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Medical Cert.: Class 1	Medical Cert. Status: Unknown	Date of Last Medical Exam: 12/2000
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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	5360	1846								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	85	55								
Last 30 Days										
Last 24 Hours	8	8								

Seatbelt Used? Yes	Shoulder Harness Used? Yes	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 MEM	Departure Time 2100	Time Zone CST
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Destination Miami	State FL	Airport Identifier MIA	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing: Company

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ATL01LA041
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MEM	2053	CST	341 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2500 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 30.02 "Hg
Temperature: 22 °C	Dew Point: 5 °C	Wind Direction: 150		Density Altitude: 1153 Ft.	
Wind Speed: 6	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information		
Aircraft Damage: None	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				1	1
Cabin Attendants					
Other Crew					
Passengers				124	124
- TOTAL ABOARD -				127	127
Other Ground		1			1
- GRAND TOTAL -		1		127	128

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National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ATL01LA041

Occurrence Date: 03/23/2001

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Phillip Powell

Additional Persons Participating in This Accident/Incident Investigation:

Howard Hawkins
Memphis FSDO
Memphis, TN