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## Collision with truck, Boeing 727-100, HC-BRF, Miami, November 22, 1994

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**Micro-summary:** This Boeing 727-100 was struck by a truck.

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**Event Date:** 1994-11-22 at 0025 EST

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


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


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		NTSB ID: MIA95LA026		Aircraft Registration Number: HCBRF	
		Occurrence Date: 11/22/1994		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place MIAMI	State FL	Zip Code 33159	Local Time 0025	Time Zone EST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer BOEING		Model/Series 727-100		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 November 22, 1994, about 0025 eastern standard time, a Boeing 727-100, Ecuadorian registration HC-BRF, registered to Aero Servicios Ecuadorecuatorianos C.A., was struck by a cargo truck while starting engines for a 14 CFR Part 129 cargo flight from Miami International Airport, Miami, Florida, to Guayaquil, Ecuador. Visual meteorological conditions prevailed at the time and an instrument flight rules flight plan was filed. The aircraft received substantial damage and the three crewmembers and two passengers were not injured. The cargo truck driver received serious injuries. The flight was originating at the time of the accident.</p> <p>Witnesses stated the cargo truck and driver had been parked behind HC-BRF for about 2 1/2 hours. HC-BRF was preparing for departure at the time of the accident. The navigation, wing tip, and wing flood lights were operating. The no. three engine had been started and the other engines were being started when the cargo truck driver pulled his truck forward from behind the aircraft. As the driver drove by the mechanic who was operating the air start cart, at the right rear of the aircraft, the driver waved to the mechanic. As the driver turned to look forward the trucks left windshield area struck the trailing edge wing tip area of HC-BRF. Portions of the wing tip remained embedded in the truck cab and the truck rolled a aircraft tug which was attached to a Boeing 707, 400 feet away.</p> <p>The cargo truck driver stated he had been driving cargo trucks for his employer for about 5 years. On the day of the accident he had reported to work at 0530. He had worked on three other aircraft during his shift, which is normally 24 hours on and 24 hours off. He went home for dinner about 2200 and returned to work about 2300. He did not feel tired at the time of the accident. He went to the AECA Airlines ramp to await the arrival of a Boeing 707 that he was to help off load. He parked his truck behind a Boeing 727 that was being loaded for flight. There were no lights on the ramp area. He does not remember anything about the accident.</p> <p>Toxicology tests which were performed by Jackson Memorial Hospital, Miami, Florida, on blood specimens obtained from the cargo truck driver on admission, were negative for ethanol. Toxicology tests which were performed by the Federal Aviation Administration, Toxicology Laboratory, Oklahoma City, Oklahoma, on blood specimens obtained by Jackson Memorial Hospital during admission were negative for basic, acidic, and neutral drugs.</p>					
FACTUAL REPORT - AVIATION					
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		NTSB ID: MIA95LA026				
		Occurrence Date: 11/22/1994				
		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:						
Aircraft Information						
Aircraft Manufacturer BOEING		Model/Series 727-100		Serial Number 19388		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 7	Certified Max Gross Wt. 169000 LBS		Number of Engines: 3	
Engine Type: Turbo Fan		Engine Manufacturer: P&W		Model/Series: JT8D-7B	Rated Power: 15000 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 11/1994	Time Since Last Inspection 0 Hours		Airframe Total Time 59000 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner AERO SERVICIOS ECUADORECUATORI		Street Address P.O. BOX 520925				
		City MIAMI		State FL	Zip Code 33152	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address				
		City		State	Zip Code	
Operator Does Business As: AECA			Operator Designator Code: AOEf			
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s):						
Operating Certificate: Large Aircraft Operator			Operator Certificate:			
Regulation Flight Conducted Under: Part 129: Foreign						
Type of Flight Operation Conducted: Non-scheduled; International; Cargo						
FACTUAL REPORT - AVIATION						

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: MIA95LA026
	Occurrence Date: 11/22/1994
	Occurrence Type: Accident

**First Pilot Information**

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

Airplane Rating(s): Multi-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?
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Medical Cert.: Unknown	Medical Cert. Status: Unknown	Date of Last Medical Exam:
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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	11500	8000								
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

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 MIA	Departure Time 0025	Time Zone EST
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Destination GUAYAQUIL	State OF	Airport Identifier CEGU	
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Type of Clearance:

Type of Airspace:

**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: MIA95LA026
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**Weather Information**

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MIA	0052	EST	11 Ft. MSL	1 NM	90 Deg. Mag.

Sky/Lowest Cloud Condition: Scattered	4000 Ft. AGL	Condition of Light: Night/Dark
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Lowest Ceiling: None	0 Ft. AGL	Visibility: 7 SM	Altimeter: 30.00	"Hg
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Temperature: 23 °C	Dew Point: 20 °C	Wind Direction: Variable	Density Altitude: 500 Ft.
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Wind Speed: Light and Variable	Gusts:	Weather Conditions at Accident Site: Visual Conditions
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Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown
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Restrictions to Visibility: None

Type of Precipitation: None

**Accident Information**

Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None
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Classification: Foreign 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				2	2
- TOTAL ABOARD -				5	5
Other Ground	0	1	0		1
- GRAND TOTAL -	0	1	0	5	6

National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: MIA95LA026

Occurrence Date: 11/22/1994

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JEFFREY L. KENNEDY

Additional Persons Participating in This Accident/Incident Investigation:

DON CARNICELLA  
FAA FSDO  
MIAMI, FL 33166