
Ground collision between a Boeing 737 and Boeing 767, May 19, 1995

Micro-summary: Ground collision between a Boeing 767 and Boeing 737.


Event Date: 1995-05-19 at 2033 EDT


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


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

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 2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. ***Your company's flight operations manual is the final authority as to the safe operation of your aircraft!***
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|--|--|---------------------------------|----------------------------------|-------------------------------------|------------------|
|  | | NTSB ID: NYC95IA114A | | Aircraft Registration Number: LNRCK | |
| | | Occurrence Date: 05/19/1995 | | Most Critical Injury: None | |
| | | Occurrence Type: Incident | | Investigated By: NTSB | |
| Location/Time | | | | | |
| Nearest City/Place NEWARK | | State NJ | Zip Code 07101 | Local Time 2033 | Time Zone EDT |
| Airport Proximity: On Airport | | Distance From Landing Facility: | | Direction From Airport: | |
| Aircraft Information Summary | | | | | |
| Aircraft Manufacturer BOEING | | Model/Series 767-383ER | | 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 May 19, 1995, about 2033 eastern daylight time, a Boeing 767-383ER, LNRCK, operated by Scandinavian Airline System (SAS), as Flight 908 (SK908), collided on the ground with a Boeing 737-500, N13624, operated by Continental Airlines, Inc., as Flight 1439 (CO1419), at the Newark International Airport, Newark, New Jersey. Both airplanes received minor damage, and there were no injuries to the flightcrews or the passengers. Visual meteorological conditions prevailed, and IFR flight plans had been filed. The flights were being conducted under 14 CFR Part 121.</p> <p>CO1439, destined for St. Louis, Missouri, was parked on taxiway "D" waiting for departure clearance. SK908, destined for Oslo, Norway, was parked behind CO1439, but had received it's departure clearance first. SK908 was instructed by Newark Control Tower to taxi past CO1439 to the active runway. In the process of accomplishing this maneuver, the left wing tip of the SAS 767-383ER, impacted the right horizontal stabilizer and elevator of the Continental 737-500.</p> <p>According to the Captain of CO1439, the configuration of the airplane at the time of impact was, "...on taxiway centerline, parking brake set, #1 engine running only (due to ATC delays), and APU running." After impact the Captain shut down the engine and the APU.</p> <p>There were no fuel leaks, and neither airplane required evacuation of the passengers. Both airplanes were towed back to the gates.</p> <p>The Newark weather at 2035 was; 13,000 scattered, visibility 20 miles, temperature 59 degrees F, dew point 49 degrees F, wind 310 degrees, 5 knots, altimeter 29.68 inches Hg.</p> <p>Several attempts were made to get the flight crew's interpretation of the events from SAS, but all the attempts were unsuccessful.</p> | | | | | |
| FACTUAL REPORT - AVIATION | | | | | |

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|--|--|--|---|--------------------------------------|------------------------------------|--------------|
|  National Transportation Safety Board FACTUAL REPORT AVIATION | | NTSB ID: NYC95IA114A | | | | |
| | | Occurrence Date: 05/19/1995 | | | | |
| | | Occurrence Type: Incident | | | | |
| Landing Facility/Approach Information | | | | | | |
| Airport Name NEWARK INTERNATIONAL | | Airport ID: EWR | Airport Elevation 18 Ft. MSL | Runway Used 0 | Runway Length | Runway Width |
| Runway Surface Type: Asphalt | | | | | | |
| Runway Surface Condition: Dry | | | | | | |
| Type Instrument Approach: NONE | | | | | | |
| VFR Approach/Landing: None | | | | | | |
| Aircraft Information | | | | | | |
| Aircraft Manufacturer BOEING | | Model/Series 767-383ER | | Serial Number | | |
| Airworthiness Certificate(s): Transport | | | | | | |
| Landing Gear Type: Retractable - Tricycle | | | | | | |
| Homebuilt Aircraft? No | | Number of Seats: 209 | Certified Max Gross Wt. 407143 LBS | | Number of Engines: 2 | |
| Engine Type: Turbo Fan | | Engine Manufacturer: P&W | | Model/Series: 4060 | Rated Power: 60000 LBS | |
| - Aircraft Inspection Information | | | | | | |
| Type of Last Inspection Continuous Airworthiness | | Date of Last Inspection 04/1995 | Time Since Last Inspection 294 Hours | | Airframe Total Time 19133 Hours | |
| - Emergency Locator Transmitter (ELT) Information | | | | | | |
| ELT Installed? No | | ELT Operated? | | ELT Aided in Locating Accident Site? | | |
| Owner/Operator Information | | | | | | |
| Registered Aircraft Owner SCANDINAVIAN AIRLINE SYSTEM | | Street Address S-19587 | | | | |
| | | City STOCKHOLM | | State OF | Zip Code 1350 | |
| Operator of Aircraft Same as Reg'd Aircraft Owner | | Street Address Same as Reg'd Aircraft Owner | | | | |
| | | City | | State | Zip Code | |
| Operator Does Business As: SAS | | | Operator Designator Code: | | | |
| - Type of U.S. Certificate(s) Held: | | | | | | |
| Air Carrier Operating Certificate(s): | | | | | | |
| Operating Certificate: Large Aircraft Operator | | | Operator Certificate: | | | |
| Regulation Flight Conducted Under: Part 121: Air Carrier | | | | | | |
| Type of Flight Operation Conducted: Scheduled; International; Passenger Only | | | | | | |

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|  <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p> | NTSB ID: NYC951A114A |
| | Occurrence Date: 05/19/1995 |
| | Occurrence Type: Incident |

First Pilot Information

| | | | | |
|-----------------|-----------------|------------------|--------------------------|-----------|
| Name On File | City On File | State On File | Date of Birth On File | Age 54 |
|-----------------|-----------------|------------------|--------------------------|-----------|

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

Certificate(s): Airline Transport

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? |
|---|---------------------------------|

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

| - 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 | | | | | | | | | | |
| Last 30 Days | | | | | | | | | | |
| Last 24 Hours | | | | | | | | | | |

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|--------------------|----------------------------|--------------------------|-------------------|
| Seatbelt Used? Yes | Shoulder Harness Used? Yes | 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 EWR | Departure Time 0000 | Time Zone |
|---|-------|---------------------------|------------------------|-----------|

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|---------------------|-------------|---------------------------|--|
| Destination OSLO | State OF | Airport Identifier OSL | |
|---------------------|-------------|---------------------------|--|


Type of Clearance: IFR

Type of Airspace:

Weather Information

Source of Briefing:
Company

Method of Briefing:

| | |
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| | Occurrence Type: Incident |

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|---------------------------------------|--------------------|--|-------------------------------------|----------------------------------|------------------------------|
| Weather Information | | | | | |
| WOF ID | Observation Time | Time Zone | WOF Elevation | WOF Distance From Accident Site | Direction From Accident Site |
| EWR | 2035 | EDT | 18 Ft. MSL | 0 NM | 0 Deg. Mag. |
| Sky/Lowest Cloud Condition: Scattered | | | 13000 Ft. AGL | Condition of Light: Night/Bright | |
| Lowest Ceiling: None | | 0 Ft. AGL | Visibility: 20 | SM | Altimeter: 29.00 "Hg |
| Temperature: 15 °C | Dew Point: 9 °C | Wind Direction: 310 | | Density Altitude: Ft. | |
| Wind Speed: 5 | 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 | | | | | |

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|-----------------------------|---------------------|--------------------------|
| Accident Information | | |
| Aircraft Damage: Minor | 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 | | | | 10 | 10 |
| Other Crew | | | | | |
| Passengers | | | | 206 | 206 |
| - TOTAL ABOARD - | | | | 219 | 219 |
| Other Ground | 0 | 0 | 0 | | 0 |
| - GRAND TOTAL - | 0 | 0 | 0 | 219 | 219 |

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: NYC95IA114A

Occurrence Date: 05/19/1995

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

ALAN J. YURMAN

Additional Persons Participating in This Accident/Incident Investigation:

WILLIAM FOREMAN
TETERBORO FSDO
TETERBORO, NJ 07608