
Ground collision with fuel truck, Douglas DC-9-30, September 2, 1998

Micro-summary: This DC-9-30 struck a fuel truck.


Event Date: 1998-09-02 at 1805 EDT

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

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

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		NTSB ID: NYC98LA177		Aircraft Registration Number: N927VJ	
		Occurrence Date: 09/02/1998		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place PHILADELPHIA		State PA	Zip Code 19133	Local Time 1805	Time Zone EDT
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Douglas		Model/Series DC-9-30		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 2, 1998, about 1805 eastern daylight time, a Douglas DC-9-30, N927VJ, operated by US Airways as flight 1722, struck a refueling vehicle at Philadelphia International Airport, Philadelphia, Pennsylvania. The airplane received substantial damage. In addition, the fuel truck was damaged. There were no injuries to the certificated airline transport captain, co-pilot, 3 flight attendants, 81 passengers and refueling truck driver. Visual meteorological conditions prevailed for the international passenger flight that originated in Ottawa, Ontario, Canada, at 1641. Flight 1722 was operated on an instrument flight rules (IFR) flight plan under 14 CFR Part 121.</p> <p>Flight 1722 was about 1 hour 20 minutes behind schedule. The airplane landed on runway 27R, and exited the runway to the right at a high speed turnoff, K-4. The airplane continued with a right turn and passed through intersection OSCAR, headed straight toward the alleyway entrance between concourses A and B. Flight 1722 was cleared to change from tower frequency, to ground control, and then to US Airways ramp control. The flight was scheduled to arrive at gate B-8.</p> <p>In a written statement, the captain stated:</p> <p>"...I cleared the left side of the aircraft and proceeded toward the gate area. Just prior to entering the alleyway between Concourses A and B, my peripheral vision caught an object to our left. I immediately applied full brakes and immediately felt something contact the aircraft. I notified ramp control. Emergency equipment was called. It was determined that an evacuation was not necessary. There were no injuries to crew or passengers. Ultimately, the passengers were deplaned and transported to the terminal..."</p> <p>The operator of the refueling truck had recently transferred experienced drivers, including the accident driver, from other airports to increase the work force at Philadelphia. The accident driver first received 2 days of on the job training, which included riding with another driver. He also passed his Philadelphia Airport, vehicle airport operations area test, after which he was released for work. The accident occurred on his third day of work. He reported that he had serviced an airplane on the west side of concourse A. As he approached the alleyway entrance between concourses A and B, he observed a US Airways B737 to his right just outside of the outer service road. He further stated:</p> <p>"...I proceeded down the roadway [and] stopped before the stop [sign] next to 737. The 737 was to the right of the tanker. I look[ed] around and didn't see anything else coming or going. Seeing that the 737 wasn't going, I proceeded on looking to the left to see if any planes were taxiing out. I look[ed] to the right again, and I saw the DC-9 moving fast toward the tanker. I made a complete stop. When I saw the aircraft wasn't stopping I tried to kick it in reverse, but by the time I put it in reverse the aircraft [had] struck the lift on the right side of the truck."</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION

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Occurrence Type: Accident

Narrative (Continued)


The investigation revealed that the outer service roadway crossed the alleyway entrance between concourses A and B. Printed on the roadway in white letters was, "STOP FOR AIRCRAFT." According to airport operations personnel, a driver would not be expected to stop if no aircraft were present. Vehicle drivers were instructed that airplanes have the right of way.


Additionally, the investigation revealed that the US Airways B737 parked adjacent to concourse A would have obstructed the fuel truck driver's view of the approaching DC-9, and the flight crew's view of the fuel truck, until the fuel truck had passed from behind the airplane. Visibility to the right was further restricted for the fuel truck driver by refueling hoses located to the right of the cab.

At the time of the accident, the fuel truck had driven 150 feet ahead of the STOP FOR AIRCRAFT sign. The front wheels of the fuel truck (empty weight 42,000 pounds) were displaced 2 feet laterally to the left. Skid marks were found from the left main landing gear of the DC-9, which measured 47 feet. The ramp was dry.

US Airways submitted calculation which indicated the airplane was traveling at 14.48 knots when the skid was initiated.

The fuel truck was a 10,000 gallon capacity truck, which was carrying about 5,000 gallons of Jet-A at the time of the accident.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC98LA177			
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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
PHILADELPHIA INTL ARPT	PHL	10 Ft. MSL	0		
Runway Surface Type:					
Runway Surface Condition: Dry					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Douglas		DC-9-30		48154	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 106	Certified Max Gross Wt.	105000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	P&W	JT8D-9A	14500 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	08/1998	40 Hours	40700 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
USAIR		GREATER PITTSBURGH ARPT			
		City	State	Zip Code	
		PITTSBURGH	PA	15231	
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:			Operator Designator Code: USAA		
- 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/Cargo					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: NYC98LA177
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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 49
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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; Commercial

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?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 05/1998
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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	19500	12400								
Pilot In Command(PIC)										
Instructor										
Last 90 Days		160								
Last 30 Days		48								
Last 24 Hours		2								

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 OTTAWA	State CD	Airport Identifier YOW	Departure Time 1641	Time Zone EDT
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Destination Same as Accident/Incident Location	State	Airport Identifier PHL	
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Type of Clearance: None

Type of Airspace:

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
PHL	1754	EDT	10 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			3500 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		6000 Ft. AGL		Visibility: 9 SM	Altimeter: 29.00 "Hg
Temperature: 26 °C	Dew Point: 19 °C	Wind Direction: 190		Density Altitude: Ft.	
Wind Speed: 10	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				3	3
Other Crew					
Passengers				81	81
- TOTAL ABOARD -				86	86
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	86	86

National Transportation Safety Board

FACTUAL REPORT

AVIATION



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Occurrence Date: 09/02/1998

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

ROBERT L. HANCOCK

Additional Persons Participating in This Accident/Incident Investigation:

DARRELL MADIA
FAA FSDO
PHILADELPHIA, PA

CAPT. LORI CLINE
US AIRWAYS, INC
PITTSBURGH, PA