
Pushback flight attendant injury, McDonnell Douglas DC-9-50, December 7, 1997

Micro-summary: A flight attendant on this McDonnell Douglas DC-9-50 lost his balance and was injured during pushback.

Event Date: 1997-12-07 at 1340 CST


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


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


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		NTSB ID: CHI98LA058		Aircraft Registration Number: N774NC	
		Occurrence Date: 12/07/1997		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place MEMPHIS	State TN	Zip Code 38101	Local Time 1340	Time Zone CST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series DC-9-50		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 7, 1997, at 1340 central standard time, the lead flight attendant of a McDonnell Douglas DC-9-50, N774NC, operated by Northwest Airlines, was seriously injured when the airplane was pushed back from a gate. The 14 CFR Part 121 Flight 807 was being pushed back from a gate at the Memphis International Airport, Memphis, Tennessee. The intended destination was Nashville International Airport, Nashville, Tennessee. When the tug vehicle stopped, the flight attendant lost his balance and hit his head on a galley door. The flight attendant received serious injuries and was taken to a hospital. Neither of the pilots, the two other flight attendants, or 122 passengers were injured.</p> <p>The captain reported that the pushback was normal. When he was informed that the lead flight attendant had been injured and was complaining of dizziness and nausea, the airplane was returned to the gate.</p> <p>An aircraft ground handler reported that the airplane was pushed back in the normal manner. After the airplane was disconnected, he was informed that the airplane was returning to the gate due to an injured flight attendant.</p> <p>The flight attendant reported that as the aircraft was being pushed back, it jerked and he hit his head on a galley door. The airplane was returned to the gate where he received medical attention. The initial indication was that he had received a concussion and torn muscles to the neck and head.</p>					
FACTUAL REPORT - AVIATION					
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: CHI98LA058				
		Occurrence Date: 12/07/1997				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name MEMPHIS INTERNATIONAL		Airport ID: MEM	Airport Elevation 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 McDonnell Douglas		Model/Series DC-9-50		Serial Number 47776		
Airworthiness Certificate(s): Transport						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 122	Certified Max Gross Wt. 110000 LBS		Number of Engines: 2	
Engine Type: Turbo Jet		Engine Manufacturer: P&W		Model/Series: JT8D-17	Rated Power: 14000 LBS	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner NORTHWEST AIRLINES		Street Address 5101 NORTHWEST DR.				
		City ST. PAUL		State MN	Zip Code 55111	
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:				Operator Designator Code: NWAA		
- 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						
FACTUAL REPORT - AVIATION						

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI98LA058
	Occurrence Date: 12/07/1997
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 47
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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; Flight Engineer

Airplane Rating(s): Multi-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Instrument Airplane

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Unknown	Date of Last Medical Exam: 06/1997
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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	8949	7383								
Pilot In Command(PIC)										
Instructor										
Last 90 Days	132	132								
Last 30 Days										
Last 24 Hours	1	1								

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 1340	Time Zone CST
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Destination NASHVILLE	State TN	Airport Identifier BNA	
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Type of Clearance: IFR

Type of Airspace: Class D

Weather Information

Source of Briefing:

Method of Briefing:

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: CHI98LA058
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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
0000			0 Ft. MSL	0 NM	0 Deg. Mag.

Sky/Lowest Cloud Condition: Unknown	0 Ft. AGL	Condition of Light: Not Reported
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Lowest Ceiling: Unknown	0 Ft. AGL	Visibility: 0 SM	Altimeter: "Hg
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Temperature: °C	Dew Point: °C	Wind Direction:	Density Altitude: Ft.
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Wind Speed:	Gusts:	Weather Conditions at Accident Site:
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Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown
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Restrictions to Visibility:

Type of Precipitation:

Accident Information

Aircraft Damage: None	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					
Cabin Attendants		1		2	3
Other Crew					
Passengers				122	122
- TOTAL ABOARD -		1		126	127
Other Ground	0	0	0		0
- GRAND TOTAL -	0	1	0	126	127

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: CHI98LA058

Occurrence Date: 12/07/1997

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

JIM SILLIMAN

Additional Persons Participating in This Accident/Incident Investigation:

WALTER BEVAN
FAA, 3385 AIRWAYS BLVD, 115
MEMPHIS, TN

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ST. PAUL, MN 55111