
Injury to worker while opening door of pressurized airplane, Douglas DC-10-30F, March 6, 1998

Micro-summary: A ramp worker opened a cargo door of this Douglas DC-10-30F while it was still pressurized.

Event Date: 1998-03-06 at 0200 CST


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

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

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		NTSB ID: MIA98LA096		Aircraft Registration Number: N303FE	
		Occurrence Date: 03/06/1998		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place MEMPHIS	State TN	Zip Code 38194	Local Time 0200	Time Zone CST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Douglas		Model/Series DC-10-30F		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 March 6, 1998, about 0200 central standard time, a Douglas DC-10-30F, N303FE, registered to Federal Express Corporation, operating as a 14 CFR Part 121 supplemental domestic international cargo flight, experienced a failure of the pressurization outflow valve on the left main cargo door, while conducting engine shutdown procedures on the parking ramp at Memphis International Airport, Memphis, Tennessee. Visual meteorological conditions prevailed and an IFR flight plan was filed. The airplane sustained no damage. The airline transport-rated pilot-in-command, first officer, second officer, and four jump seat riders reported no injuries. The flight originated from San Diego, California, about 3 hours 3 minutes before the accident.</p> <p>The PIC stated he parked the airplane on the FedEx ramp and the crew entry doors would not open, and he suspected the airplane had not fully depressurized. He instructed the second officer to make sure the airplane was depressurized. Before he had the opportunity to run the checklist, they heard a loud bang. The second officer opened the cabin outflow valve and the crew doors opened normally. The PIC exited the airplane and observed a ramp worker was on the ramp injured.</p> <p>The second officer stated he departed the cockpit after the airplane was parked. He disarmed the entry doors and returned to the cockpit to complete the shutdown and termination checklists. While accomplishing this, he was informed that the entry doors would not open, and to check the airplane pressurization. The airplane had not fully depressurized automatically. While manually opening the outflow valve, he heard a bang sound from the rear. He continued with the checklist, and wrote up the pressurization system in the airplane logbook. Upon exiting the airplane he became aware of the accident.</p> <p>The injured equipment loader stated when he approached the airplane, the upper and lower beacons were off. He walked up and released the lever on the door. The door blew and he was knocked off the loader.</p> <p>Ground personnel stated after the airplane was blocked and the airplane engines were shut down, that the ground team proceeded to mate the ground equipment and crew stairs to the airplane. The beacon was still on. Another ground crewmember knocked on the crew door and instructed the flight crew to shut off the beacon. As the ground crewmember was pushing the button, another ground crewmember yelled from the ground to stop. He turned around, turned back, looked into the cockpit, heard a loud noise, and observed the equipment loader falling off the loader.</p> <p>Review of Federal Express Corporation, Aircraft Ramp Operations Procedures, R2-85-5 Ramp Safety Policy states, "When driving or operating ground equipment, the operator is responsible for the following:...</p> <p>* Not approaching an arriving aircraft until it has come to a complete stop at its parking position, the engines are shut down and have completed a rundown, the wheels are chocked, and the</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION




NTSB ID: MIA98LA096


Occurrence Date: 03/06/1998

Occurrence Type: Accident

Narrative (Continued)

red rotating beacons are turned off."

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: MIA98LA096			
		Occurrence Date: 03/06/1998			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
MEMPHIS INTERNATIONAL	MEM	Ft. MSL	0		
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
Douglas		DC-10-30F		46802	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats:	Certified Max Gross Wt.		LBS	Number of Engines: 3
Engine Type:	Engine Manufacturer:	Model/Series:		Rated Power:	
Turbo Fan	GE	CF6-50			
- Aircraft Inspection Information					
Type of Last Inspection		Date of Last Inspection	Time Since Last Inspection	Airframe Total Time	
Continuous Airworthiness		03/1998	201 Hours	56241 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			
FEDERAL EXPRESS CORPORATION		3101 TCHULAHOMA QA 5433			
		City	State	Zip Code	
		MEMPHIS	TN	38118	
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: FDEA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Cargo; Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Non-scheduled; International; Cargo					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: MIA98LA096
	Occurrence Date: 03/06/1998
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 46
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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

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--no waivers/lim.	Date of Last Medical Exam: 02/1998
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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	3369	3369		3369						
Pilot In Command(PIC)	204	204		204						
Instructor										
Last 90 Days	77	77	77							
Last 30 Days	12	12	12							
Last 24 Hours	3	3	3							

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	
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Departure Point SAN DIEGO	State CA	Airport Identifier SAN	Departure Time 2140	Time Zone CST
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Destination Same as Accident/Incident Location	State	Airport Identifier MEM	
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Type of Clearance: IFR

Type of Airspace: Class B

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
MEM	0153	CST	332 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: Overcast		3800 Ft. AGL		Visibility: 15 SM	Altimeter: 29.00 "Hg
Temperature: 17 °C	Dew Point: 14 °C	Wind Direction: 140		Density Altitude: Ft.	
Wind Speed: 13	Gusts: 19	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: Rain					

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				4	4
Passengers					
- TOTAL ABOARD -				7	7
Other Ground	0	1	0		1
- GRAND TOTAL -	0	1	0	7	8

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: MIA98LA096

Occurrence Date: 03/06/1998

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

CARROL A. SMITH

Additional Persons Participating in This Accident/Incident Investigation:

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MEMPHIS, TN 38116