



National Transportation Safety Board Aviation Accident Final Report

Location:	ST PAUL, MN	Accident Number:	CHI95LA170
Date & Time:	06/03/1995, 1130 CDT	Registration:	N326US
Aircraft:	Airbus Industrie A-320-211	Aircraft Damage:	Substantial
Defining Event:		Injuries:	115 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

THE AIRPLANE RECEIVED A PUSHBACK FROM THE GATE BY A TUG. THE CAPTAIN MADE ONE COMMUNICATION WITH THE TUG ATTENDANT AND THEN BECAME INVOLVED IN A DISCUSSION WITH THE FIRST OFFICER REGARDING TAXI INSTRUCTIONS. WHEN HE LOOKED OUT FOR A WINGWALKER HE SAW NO ONE AND ASSUMED THAT THE TUG HAD DEPARTED AND THE PERVIOUS COMMUNICATION WAS CONFIRMATION OF THAT. WHEN POWER WAS APPLIED HE HEARD A LOUD NOISE, APPLIED BRAKES TO STOP THE AIRPLANE REALIZING THAT THE AIRPLANE HAD TAXIED INTO THE TUG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the captain's not maintaining crew/group coordination. Factors were the captain's diverted attention and his not maintaining visual separation.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (F) VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On June 3, 1995, at 1130 central daylight time, an Airbus Industries A320-211, N326US, operating as Northwest Airlines Flight 115, collided with a tug on the ramp at the Minneapolis-St. Paul Airport resulting in substantial damage. The crew of 7 and 108 passengers reported no injuries. The 14 CFR Part 121 flight was operating in visual meteorological conditions. An IFR flight plan was on file. The flight was originating at the time of the accident with an intended destination of Orange County, California.

The Captain stated that after pushback from the gate he communicated with the pushback tug operator and then his attention was diverted to details inside the cockpit. When he looked out in preparation to taxiing he did not see the wingwalker or tug and "assumed" that he had received a "waveoff." As power was applied and the airplane began to move he heard a loud noise and applied the brakes to stop the airplane. He then realized that he had collided with the pushback tug.

Pilot Information

Certificate:	Airline Transport	Age:	49, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	02/20/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15125 hours (Total, all aircraft), 2383 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Airbus Industrie	Registration:	N326US
Model/Series:	A-320-211 A320-211	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	282
Landing Gear Type:	Retractable - Tricycle	Seats:	159
Date/Type of Last Inspection:	06/02/1995, Continuous Airworthiness	Certified Max Gross Wt.:	166400 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	11164 Hours	Engine Manufacturer:	CFM
ELT:	Not installed	Engine Model/Series:	CFM56-5-A1
Registered Owner:	WILMINGTON TRUST COMPANY	Rated Power:	25000 lbs
Operator:	NORTHWEST AIRLINES	Air Carrier Operating Certificate:	Flag carrier (121)
Operator Does Business As:	NORTHWEST AIRLINES	Operator Designator Code:	NWAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSP, 841 ft msl	Observation Time:	1150 CDT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	24° C / 13° C
Lowest Ceiling:	None / 0 ft agl	Visibility	20 Miles
Wind Speed/Gusts, Direction:	5 knots, 90°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	(MSP)	Type of Flight Plan Filed:	IFR
Destination:	ORANGE COUNTY, CA (SNA)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class B

Airport Information

Airport:	MINNEAPOLIS/ST. PAUL (MSP)	Runway Surface Type:	
Airport Elevation:	841 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	Substantial
Passenger Injuries:	108 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	115 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	STEPHEN A WILSON	Adopted Date:	02/27/1996
Additional Participating Persons:	JAMES R FRESEMAN; MINNEAPOLIS, MN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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