



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ORLANDO, FL	<b>Accident Number:</b>	MIA95LA196
<b>Date &amp; Time:</b>	08/05/1995, 2110 EDT	<b>Registration:</b>	N764AT
<b>Aircraft:</b>	BOEING 727-264	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	165 None

**Flight Conducted Under:** Part 121: Air Carrier - Scheduled

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## Analysis

AFTER PUSHBACK, WITH ALL ENGINES OPERATING AND THE AIRPLANE BRAKES APPLIED, THE GROUND CREW REPORTED DIFFICULTY DISCONNECTING THE TOW BAR FROM THE AIRPLANE. THE FLIGHTCREW RELEASED THE BRAKES AT THE REQUEST OF THE GROUND CREW, AND THE TOW BAR WAS DISCONNECTED FIRST FROM THE AIRPLANE THEN THE TUG. WHILE THE GROUND CREWMEMBER WAS RECONNECTING THE TOW BAR TO THE TUG, HE OBSERVED THE AIRPLANE MOVING FORWARD AND ADVISED THE CAPTAIN TO APPLY THE AIRPLANE BRAKES. THE AIRPLANE THEN COLLIDED WITH THE TUG.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE GROUND CREW TO FOLLOW PROCEDURES/DIRECTIVES REQUIRING THAT THE AIRPLANE BRAKES BE SET BEFORE DISCONNECTING THE TOW BAR FROM THE AIRPLANE.

## Findings

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

### Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL

## Factual Information

On August 5, 1995, about 2110 eastern daylight time, a Boeing 727-264, N764AT, operated by American Trans Air, collided with a tug while on the ramp at the Orlando International Airport, Orlando, Florida. Visual meteorological conditions prevailed at the time and an IFR flight plan was filed for the 14 CFR Part 121 domestic, scheduled, passenger flight. The airplane was substantially damaged and the flightcrew of 3, cabin crew of 4 and 158 passengers were not injured. The flight was originating at the time of the accident.

The flight and ground crews stated that during the pushback from the gate all engines were started. The airplane was stopped and the brakes were applied during which the ground crew reported difficulty disconnecting the tow bar from the airplane. The flightcrew stated that the brakes were released at the request of the ground crew who then disconnected the tow bar first from the tug then from the airplane. While the ground crewmember was reconnecting the tow bar to the tug, he observed the airplane moving forward and advised the captain to apply the brakes. The airplane then collided with the tug.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	05/19/1995
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	10800 hours (Total, all aircraft), 1000 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BOEING	Registration:	N764AT
Model/Series:	727-264 727-264	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	22984
Landing Gear Type:	Retractable - Tricycle	Seats:	181
Date/Type of Last Inspection:	02/24/1995, AAIP	Certified Max Gross Wt.:	195500 lbs
Time Since Last Inspection:	1220 Hours	Engines:	3 Turbo Jet
Airframe Total Time:	37499 Hours	Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	JT8D-17A
Registered Owner:	FIRST SECURITY BANK OF UTAH	Rated Power:	16000 lbs
Operator:	AMERICAN TRANS AIR	Air Carrier Operating Certificate:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	AMTA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	MCO, 96 ft msl	Observation Time:	2050 EDT
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	28° C / 22° C
Lowest Ceiling:	None / 0 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	9 knots, 110°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	(MCO)	Type of Flight Plan Filed:	IFR
Destination:	MILWAUKEE, WI (MKE)	Type of Clearance:	IFR
Departure Time:	2110 EDT	Type of Airspace:	Class B

## Airport Information

Airport:	ORLANDO INTERNATIONAL (MCO)	Runway Surface Type:	
Airport Elevation:	96 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	Substantial
Passenger Injuries:	158 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	165 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Adopted Date:	10/26/1995
Additional Participating Persons:	STAN OKON; ORLANDO, FL		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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