



Aviation Investigation Final Report

Location:	ST PAUL, Minnesota	Accident Number:	CHI88FA163
Date & Time:	July 11, 1988, 17:37 Local	Registration:	N254US
Aircraft:	BOEING 727	Aircraft Damage:	Substantial
Defining Event:		Injuries:	93 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

AFTER PUSH BACK FROM THE GATE, THE CAPTAIN RECEIVED AN UNRESTRICTED TAXI CLEARANCE & ELECTED TO TAXI TO THE NORTH SIDE OF A CONSTRUCTION AREA. SUBSEQUENTLY, THE LEFT WING OF THE ACFT STRUCK A PARKED VEHICLE IN A NONMOVEMENT AREA, WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. THE CAPT STATED THAT THE LACK OF INFORMATION IN THE FORM OF NOTAMS, LACK OF SPECIFIC DIRECTIONS FROM GROUND CONTROL AND LACK OF SIGNS AROUND THE CONSTRUCTION SITE, LEAD TO HIS DECISION TO TAXI ALONG THAT ROUTE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. OBJECT - VEHICLE
2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (F) NOTAMS - INFORMATION INSUFFICIENT - AIRPORT PERSONNEL
4. (F) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	47, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 1, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	13580 hours (Total, all aircraft), 10630 hours (Total, this make and model), 181 hours (Last 90 days, all aircraft), 72 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N254US
Model/Series:	727 727	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	19973
Landing Gear Type:	Retractable - Tricycle	Seats:	155
Date/Type of Last Inspection:	December 17, 1987 AAIP	Certified Max Gross Wt.:	191500 lbs
Time Since Last Inspection:	1178 Hrs	Engines:	3 Turbo fan
Airframe Total Time:	43637 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D
Registered Owner:	NORTHWEST AIRLINES INC.	Rated Power:	15500 Lbs thrust
Operator:	NORTHWEST AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	NWAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MSP ,841 ft msl	Distance from Accident Site:	
Observation Time:	17:52 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	25°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(MSP)	Type of Flight Plan Filed:	IFR
Destination:	INDIANAPOLIS , IN (IND)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	MINNEAPOLIS - ST PAUL MSP	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	
Runway Used:	29L	IFR Approach:	None
Runway Length/Width:	10000 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	Substantial
Passenger Injuries:	86 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	93 None	Latitude, Longitude:	44.880031,-93.199638(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Stephen
Additional Participating Persons:	LOU MARTIN; MINNEAPOLIS , MN
Original Publish Date:	July 18, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=13953

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).