



National Transportation Safety Board Aviation Accident Data Summary

Location:	Charlotte, NC	Accident Number:	NYC08LA234B
Date & Time:	06/28/2008, 1815 EDT	Registration:	N228PS
Aircraft:	Bombardier, Inc. CL-600-2B19	Injuries:	48 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

A CRJ 200 had completed the pushback process and was waiting for taxi clearance. A CRJ 700 was being pushed back from another gate, with a wing walker stationed at the left wing. The wing walker was aware of the CRJ 200, and when the pushback commenced, he believed that the tugdriver was only going to pushback the airplane about 10 feet. As the tugdriver continued to push the airplane past 10 feet, the wing walker signaled the tugdriver to stop. Witnesses observed the wing walker signaling the tugdriver to stop as the tugdriver continued to push the airplane. The tail section of the CRJ 700 struck the tail section of the CRJ 200, which resulted in substantial damage to the empennages of both airplanes. Due to lightning in the vicinity of airport, ground crewmembers were not using headsets.

Flight Events

Standing - Ground handling event

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The tugdriver and wing walker's lack of communication and the tugdriver's failure to properly monitor the wing walker. Contributing to the accident was the lightning in the vicinity of the airport, which resulted in the ground crewmembers not wearing headsets.

Findings

Personnel issues-Task performance-Communication (personnel)-Lack of communication-Ground crew - C

Personnel issues-Psychological-Attention/monitoring-Monitoring other person-Ground crew - C
Environmental issues-Conditions/weather/phenomena-Convective weather-Lightning-Effect on operation - F

Pilot Information

Certificate:	Airline Transport	Age:	26
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1595 hours (Total, all aircraft), 87 hours (Pilot In Command, all aircraft), 122 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	25
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	430 hours (Total, all aircraft), 207 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Bombardier, Inc.	Registration:	N228PS
Model/Series:	CL-600-2B19	Engines:	2 Turbo Fan
Operator:	PSA AIRLINES INC	Engine Manufacturer:	GE
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	CF34-3B1
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLT, 748 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 25000 ft agl	Wind Speed/Gusts, Direction:	8 knots, 168°
Temperature:	25°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Charlotte, NC (CLT)	Destination:	Fayetteville, NC (FAY)

Airport Information

Airport:	Charlotte-Douglas (CLT)	Runway Surface Type:	
Runway Used:	N/A	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	45 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	35.213889, -80.943056		

Administrative Information

Investigator In Charge (IIC): Luke Schiada

Adopted Date: 05/06/2009

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.