

**Aviation Safety Investigation Report  
199001138**

**Boeing 767**

**4 March 1990**

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2. The despatch engineer stumbled and fell into the path of the nosewheels resulting in his right lower leg being crushed.

**Reccomendations:**

The major part of this investigation was done by the Safety Department of the operating company. As a result of that investigation the company made a number of recommendations which are summarised as follows

1. Issue instructions to ensure that all personnel involved in despatch of aircraft keep at least three metres away from the nosewheels and always stay behind the direction of travel of the wheels. In addition the person on headset should stay on the inside of any turn.
2. Investigate the feasibility of a small hook on the inside of the Boeing 767 nosegear doors to stop the headset cord from draping over the nosewheels.
3. Evaluate cordless communication headsets for use by the despatch engineer.
4. Initiate a positive practical training program which incorporates a recording system to show the level of competence achieved by each employee.
5. Establish a reporting system with the Federal Airports Corporation which will enable personnel to report all damage to tarmacs that could constitute a tripping hazard.
6. Recommend to the Federal Airports Corporation that all tarmac earthing points be flush mounted to eliminate them as tripping hazards. In this investigation it was not determined what caused the engineer to trip but the consequences of tripping and falling were tragically demonstrated. Accordingly, part of the investigation effort focussed on potential tripping hazards which is the reason for some of the above recommendations. In addition, the company's Safety Department believed that procedures concerned with training engineers for receipt and despatch of aircraft should be more tightly controlled and better records kept. The Bureau of Air Safety Investigation supports the recommendations made by the company and further recommends that other companies with engineers involved in pushback of aircraft consider this report and recommendations in relation to their own operations.