

<b>No:</b> 8/90	<b>Ref:</b> EW/G90/06/11	<b>Category:</b> 1a
<b>Aircraft Type and Registration:</b>	Boeing 757-200, C-GAWB	
<b>No &amp; Type of Engines:</b>	2 Rolls-Royce RB211 F535E4 turbofan engines	
<b>Year of Manufacture:</b>	1989	
<b>Date and Time (UTC):</b>	4 June 1990 at 1646 hrs	
<b>Location:</b>	Glasgow Airport, Scotland	
<b>Type of flight:</b>	Public Transport	
<b>Persons on Board:</b>	Crew - 7	Passengers - 193
<b>Injuries:</b>	Crew - None	Passengers - None
		Other - 1 (serious)
<b>Nature of Damage:</b>	None	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	48 years	
<b>Commander's Total Flying Experience:</b>	13,000 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

During push-back, the ground engineer, who was facing the rear of the aircraft, had his legs run over by the aircraft nosewheel. Although the engineer was in communication with the cockpit, via a 22 foot long lead, he had not been visible to the crew during the entire push-back.

The aircraft commander stated that the manoeuvre comprised a very gentle anticlockwise turn until, at the last minute, the turn rate suddenly increased. Thinking this to be abnormal, he asked the engineer if everything was alright and, although he received no answer, the tractor suddenly applied heavy braking and stopped. A few minutes later, when another engineer came onto the interphone and reported to the commander that there had been an emergency, he called for medical assistance.

The ground engineer was taken to hospital and the flight was resumed.