Opening Remarks

Joseph Sedor
Accident Summary

- FedEx Express Flight 647
- Boeing MD-10-10F, N364FE
- December 18, 2003
- Two injuries
- Postcrash fire
Accident Summary

• Last leg of 4-day trip
• Oakland to Memphis
• First officer was the flying pilot
• Captain was a check airman
  – Line check (altitude deviation)
Accident Summary

Normal climb, cruise, and descent

Weather

- Wind, 320° at 21 knots, gusts to 26 knots
- Windshear advisories
- ± 10 knots on short final
Accident Summary

- Normal initial approach with autopilot ON
- Windshear alert (approx. 1,500 ft agl)
- Autopilot off at 700 ft agl
- Stable approach through 200 ft agl
NTSB Animation
Descent Rate at Touchdown

- Left gear descent rate: 12.5 fps
- Right gear descent rate: 14.4 fps
- Design limit: 10 fps
- Demonstrated reserve energy: 12 fps
- Vertical/lateral loads coincided
Accident Summary

FedEx Flight 647, Memphis, TN
Witness Video

FedEx Flight 647, Memphis, TN
Witness Video
significant findings

- No pre-existing failures
- Weather not a factor
- Excessive right gear loads
- Improper crosswind technique by the first officer
- Improper oversight by the captain
FedEx MD-10 NTSB Staff

- Operations: D. Kirchgessner
- Survival Factors: C. Keegan
- Airworthiness: K. Pudwill/B. Murphy
- Human Performance: E. Byrne
- Airplane Performance: D. Crider
FedEx MD-10 NTSB Staff

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- Flight Data Recorder: G. Smith
- Cockpit Voice Recorder: A. Cushman
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