



# Aviation Investigation Final Report

---

<b>Location:</b>	Bismark, North Dakota	<b>Accident Number:</b>	CEN23LA126
<b>Date &amp; Time:</b>	March 9, 2023, 17:45 Local	<b>Registration:</b>	N46CV
<b>Aircraft:</b>	Beech C90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

---

## Analysis

The commercial pilot stated that a vehicle struck the right wing of the airplane as he was taxiing from the non-movement area for departure. Surveillance video showed a ground service vehicle drive across the ramp and into the right wing of the airplane. The driver of the ground vehicle stated that as she was starting to speed up on the ramp, the airplane came into view. The driver attempted to stop but slid on the ice and came to rest under the airplane's right wing. A postaccident examination of the airplane revealed substantial damage to the right wing. The pilot stated there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

The ground vehicle driver's failure to see and maintain clearance from the airplane while conducting ground operations.

## Findings

---

<b>Personnel issues</b>	Task monitoring/vigilance - Ground crew
<b>Environmental issues</b>	Snow - Ability to respond/compensate

## Factual Information

### History of Flight

<b>Taxi-to runway</b>	Ground collision (Defining event)
-----------------------	-----------------------------------

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 23, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	December 7, 2022
<b>Flight Time:</b>	1300 hours (Total, all aircraft), 92 hours (Total, this make and model), 1059 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N46CV
<b>Model/Series:</b>	C90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1973	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ-568
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	March 9, 2023 AAIP	<b>Certified Max Gross Wt.:</b>	9650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	13607.8 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt and Whitney
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PT6A-21
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	Executive Air Taxi Corporation	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</b>	CTYA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KBIS, 1651 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	17:15 Local	<b>Direction from Accident Site:</b>	3°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	1.5 miles
<b>Lowest Ceiling:</b>	Broken / 2800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.36 inches Hg	<b>Temperature/Dew Point:</b>	-6°C / -9°C
<b>Precipitation and Obscuration:</b>	Light - None - Snow		
<b>Departure Point:</b>	Bismark, ND	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Minot, ND (KMOT)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Bismark Municipal Airport BIS	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1661 ft msl	<b>Runway Surface Condition:</b>	Dry;Snow
<b>Runway Used:</b>		<b>IFR Approach:</b>	ILS;RNAV;VOR
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	46.776173,-100.75848(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rutt, Brian
<b>Additional Participating Persons:</b>	Brent Allen; FAA - Fargo FSDO
<b>Original Publish Date:</b>	April 20, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=106860">https://data.ntsb.gov/Docket?ProjectID=106860</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).