



Aviation Investigation Final Report

Location:	CHICAGO, Illinois	Accident Number:	CHI93LA107
Date & Time:	March 8, 1993, 10:53 Local	Registration:	N33CS
Aircraft:	BEECH B90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE PILOT STATED HIS ATTENTION WAS DIVERTED BY COCKPIT TASKS AND RADIO COMMUNICATION AS HE TAXIED TO THE RUNWAY FOR DEPARTURE. THE AIRPLANE'S WINGTIP CLIPPED A FUEL TRUCK PARKED JUST OFF THE TAXIWAY TO SERVICE ANOTHER AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGING DISTANCE FROM THE PARKED VEHICLE.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. OBJECT - VEHICLE
2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 4, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4523 hours (Total, all aircraft), 372 hours (Total, this make and model), 4143 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N33CS
Model/Series:	B90 B90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LJ-410
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	January 18, 1993 AAIP	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	46 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	8800 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT-6A-20
Registered Owner:	NKC HOSPITALS, INC.	Rated Power:	550 Horsepower
Operator:	NKC HOSPITALS, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	ALLIANT HEALTH SYSTEMS	Operator Designator Code:	NKCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CGX ,593 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	1°
Lowest Cloud Condition:	Unknown / 2400 ft AGL	Visibility	12 miles
Lowest Ceiling:	Broken / 2400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	5°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(CGX)	Type of Flight Plan Filed:	IFR
Destination:	LOUISVILLE , KY (LOU)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	MERRILL C. MEIGS CGX	Runway Surface Type:	Asphalt
Airport Elevation:	3947 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	41.86993,-87.649383(est)

Administrative Information

Investigator In Charge (IIC):	Vallaster, J
Additional Participating Persons:	WILLIAM K LAW; WEST CHICAGO , IL ROBERT E LUNA; WEST CHICAGO , IL
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=15683

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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](#).