



Aviation Investigation Final Report

Location:	Charleston, West Virginia	Accident Number:	NYC02LA146
Date & Time:	July 21, 2002, 09:30 Local	Registration:	N110XJ
Aircraft:	Saab-Scania AB (Saab) 340A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	35 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

While the airplane was standing at the gate, with the engines not operating, the flightcrew requested that a ground power unit (GPU) be reconnected to the airplane. An employee on the ground drove a ground service vehicle, with a GPU attached, toward the airplane. As the ground service vehicle approached the airplane, it struck an aft section of fuselage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The vehicle driver's failure to maintain clearance of the airplane.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING

Findings

1. (C) CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE

Factual Information

On July 21, 2002, about 0930 eastern daylight time, a Saab 340A, N110XJ, operated by Mesaba Aviation Inc. as Northwest Airlink flight 2742, was substantially damaged while standing at Yeager Airport (CRW), Charleston, West Virginia. The certificated airline transport pilot, certificated commercial pilot, flight attendant, and 32 passengers were not injured. Instrument meteorological conditions prevailed for the flight destined to Detroit Metropolitan Wayne County Airport (DTW), Detroit, Michigan. An instrument flight rules flight plan was filed for the air carrier flight conducted under 14 CFR Part 121.

According to a Federal Aviation Administration (FAA) inspector, the airplane was standing at the gate, and the passengers had already boarded. The engines were not operating, and the flightcrew requested that a ground power unit (GPU) be reconnected to the airplane. To facilitate their request, an employee on the ground drove a ground service vehicle, with a GPU attached, toward the airplane. As the ground service vehicle approached the airplane, it struck a section of fuselage, located aft of the airplane cargo compartment door.

The impact resulted in an approximate 2-foot long, 7-inch wide tear in the skin of the fuselage, and damaged two frames of the airplane.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 16, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 6, 2002
Flight Time:	3500 hours (Total, all aircraft), 2400 hours (Total, this make and model), 1600 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial; Flight instructor	Age:	36,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 10, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 17, 2001
Flight Time:	2800 hours (Total, all aircraft), 1400 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Saab-Scania AB (Saab)	Registration:	N110XJ
Model/Series:	340A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	110
Landing Gear Type:	Retractable - Tricycle	Seats:	33
Date/Type of Last Inspection:	June 10, 2002 Continuous airworthiness	Certified Max Gross Wt.:	28000 lbs
Time Since Last Inspection:	193 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	31299 Hrs at time of accident	Engine Manufacturer:	General Electric
ELT:	Not installed	Engine Model/Series:	CT7-5A2
Registered Owner:	First Union Bank of NC	Rated Power:	1600 Horsepower
Operator:	Mesaba Aviation Inc.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	Northwest Airlink	Operator Designator Code:	MALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CRW,981 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	09:39 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 400 ft AGL	Visibility	1 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	23°C / 22°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Charleston, WV (CRW)	Type of Flight Plan Filed:	IFR
Destination:	Detroit, MI (DTW)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class C

Airport Information

Airport:	Yeager Airport CRW	Runway Surface Type:	
Airport Elevation:	981 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	32 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	35 None	Latitude, Longitude:	38.349765,-81.629203(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	John Riggs; FAA FSDO-09; Charleston, WV
Original Publish Date:	April 17, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=55278

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](#).