



Aviation Investigation Final Report

Location:	Grand Junction, Colorado	Incident Number:	DEN051A092
Date & Time:	June 26, 2005, 10:10 Local	Registration:	N240GL
Aircraft:	Beech 1900D	Aircraft Damage:	Minor
Defining Event:		Injuries:	19 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

The number 2 engine (right) was operating and the captain had given the ground marshals clearance to remove the wheel chocks. The first officer closed the cabin door and had completed the passenger safety briefing. After the first officer had completed the briefing, the captain turned in his seat to demonstrate to the first officer how to secure a component of the cabin door from "rattling" in-flight. During the captain's demonstration, the first officer was standing in the forward cabin. While the flight crew's attention was diverted, the airplane taxied forward, rolled onto a curb, and struck an airport security fence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: the flight crew's diverted attention while the number 2 engine was operating and failure to maintain aircraft control which resulted in an inadvertent taxi of the airplane into an airport security fence.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. AIRCRAFT UNATTENDED/ENGINE(S) RUNNING - FLIGHTCREW
2. (C) DIVERTED ATTENTION - FLIGHTCREW

3. (C) AIRCRAFT CONTROL - NOT MAINTAINED - FLIGHTCREW
4. OBJECT - FENCE

Factual Information

On June 26, 2005, at 1010 mountain daylight time, a Beech 1900D, N240GL, owned and operated by Great Lakes Aviation, LTD., sustained minor damage when it struck an airport security fence while taxiing at the Walker Field Airport, Grand Junction, Colorado. The captain, first officer, and 17 passengers on board were not injured. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the Title 14 Code of Federal Regulations Part 121 scheduled domestic passenger flight. The flight was originating at the time of the incident and was destined for Denver, Colorado.

According to the captain, the number 2 engine (right) was operating and he had given the ground marshals clearance to remove the wheel chocks. The first officer closed the cabin door and had completed the passenger safety briefing. After the first officer had completed the briefing, the captain turned in his seat to demonstrate to the first officer how to secure a component of the cabin door from "rattling" in-flight. During the captain's demonstration, the first officer was standing in the forward cabin. While the flight crew's attention was diverted, the airplane taxied forward, rolled onto a curb, and struck an airport security fence.

Examination of the aircraft by airport personnel revealed the right propeller blades were separated near the hub, the right engine cowling and the radome were punctured.

Pilot Information

Certificate:	Airline transport	Age:	26, 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:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 None	Last FAA Medical Exam:	February 1, 2005
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 1, 2005
Flight Time:	4010 hours (Total, all aircraft), 2900 hours (Total, this make and model), 3100 hours (Pilot In Command, all aircraft), 230 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial; Flight instructor	Age:	29, 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; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 1, 2005
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 1, 2005
Flight Time:	840 hours (Total, all aircraft), 40 hours (Total, this make and model), 80 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N240GL
Model/Series:	1900D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	UE-240
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	June 1, 2005 Continuous airworthiness	Certified Max Gross Wt.:	17120 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	19495 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6A-67D
Registered Owner:	Great Lakes Aviation LTD	Rated Power:	1279 Horsepower
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	United Express	Operator Designator Code:	GLBR

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GJT,4858 ft msl	Distance from Accident Site:	
Observation Time:	09:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	21°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DENVER, CO (DEN)	Type of Flight Plan Filed:	IFR
Destination:	DENVER, CO (DEN)	Type of Clearance:	IFR
Departure Time:	08:30 Local	Type of Airspace:	

Airport Information

Airport:	WALKER FIELD GJT	Runway Surface Type:	
Airport Elevation:	4858 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	17 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	19 None	Latitude, Longitude:	39.122222,-108.526664

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	William Gierhart; Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	October 27, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61806

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](#).