



Aviation Investigation Final Report

Location:	Chicago, Illinois	Accident Number:	CEN16LA052
Date & Time:	November 2, 2015, 19:25 Local	Registration:	N732MD
Aircraft:	Cessna 208B	Aircraft Damage:	Substantial
Defining Event:	Abrupt maneuver	Injuries:	9 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

After landing in night visual meteorological conditions, the commuter flight proceeded to taxi to the ramp. Upon coming to a service road perpendicular to the taxiway, a vehicle moved directly across the airplane's taxi path. The flight crew immediately applied brakes to stop. While braking, the airplane's tail rocked aft and struck the ground. The flight crew contacted ground control to inform them about the vehicle incident and resumed taxi to the ramp, and the driver of the vehicle radioed the tower, informing them that he had cut off an aircraft. An inspection of the airplane by the operator revealed structural damage to the aft pressure bulkhead resulting from the tail strike.

Probable Cause and Findings

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

The failure of the driver of the service vehicle to yield to the taxiing airplane, which resulted in a near-collision and tail strike.

Findings

Personnel issues	Incorrect action performance - Ground crew
Environmental issues	Dark - Not specified

Factual Information

History of Flight

Taxi-from runway	Abrupt maneuver (Defining event)
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On November 2, 2015, about 1925 central standard time, a Cessna 208 Caravan, N732MD, registered to Multi-Aero Inc., of Sarasota, Florida, and doing business as Air Choice One of St. Louis, Missouri, was substantially damaged during taxi after braking to avoid a ground vehicle at the Chicago O'Hare International Airport (ORD). The pilot, co-pilot, and seven passengers were not injured. Night visual meteorological conditions prevailed. The flight was being operated as a commuter passenger flight under the provisions of *Federal Code of Regulations Part 135*. The flight had originated from Ironwood, Michigan (IWD), and ORD was its final destination.

After landing on Runway 27 at ORD, the flight crew proceeded to taxi to the ramp via Taxiway R. Upon coming to a service road perpendicular to the taxiway, a vehicle moved directly across their taxi path. The flight crew immediately applied brakes to stop. While braking, the airplane's tail section stuck the ground before stabilizing back to a normal stance on the landing gear. The flight crew contacted ground control to inform them about the vehicle incident and resumed taxi to the ramp.

According to a report by the FAA inspector who responded to the accident scene, the driver of the service vehicle (OPS 11) had radioed the tower on frequency 120.75. The driver stated that he just cut off an aircraft on taxiway R. A few minutes later, the driver radioed on frequency 129.9 and reported that he was sorry. Both the pilot-in-command, and the first officer reported that they were cut off by the service vehicle and stopped the aircraft immediately to avoid collision.

A special flight permit was issued by the FAA to ferry the aircraft from ORD to the company repair facility in St. Louis, Missouri, to accomplish repairs. As reported on NTSB Form 6120, an inspection of the airplane by the operator revealed structural damage to the aft pressure bulkhead.

Pilot Information

Certificate:	Airline transport	Age:	48, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	July 31, 2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 29, 2015
Flight Time:	8274 hours (Total, all aircraft), 3814 hours (Total, this make and model), 8017 hours (Pilot In Command, all aircraft), 362 hours (Last 90 days, all aircraft), 232 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial	Age:	20, Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	July 31, 2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 2, 2015
Flight Time:	574 hours (Total, all aircraft), 150 hours (Total, this make and model), 344 hours (Pilot In Command, all aircraft), 158 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N732MD
Model/Series:	208B B	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B1083
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	October 29, 2015 AAIP	Certified Max Gross Wt.:	7449 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	16329 Hrs at time of accident	Engine Manufacturer:	P&W
ELT:	C91 installed, not activated	Engine Model/Series:	PT6A SER
Registered Owner:	MULTI-AERO INC	Rated Power:	875 Horsepower
Operator:	MULTI-AERO INC	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	Air Choice One	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	ORD	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:51 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	17°C / 7°C
Precipitation and Obscuration:			
Departure Point:	Ironwood, MI (IWD)	Type of Flight Plan Filed:	IFR
Destination:	Chicago, IL (ORD)	Type of Clearance:	IFR
Departure Time:	17:00 Local	Type of Airspace:	Air traffic control

Airport Information

Airport:	Chicago O'Hare International ORD	Runway Surface Type:	
Airport Elevation:	654 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	9 None	Latitude, Longitude:	41.830928,-87.680725(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Louis Bettis; FAA FSDO ORD; Chicago, IL
Original Publish Date:	August 28, 2017
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=92399

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](#).