



# Aviation Investigation Final Report

<b>Location:</b>	Chicago, Illinois	<b>Accident Number:</b>	GAA18CA409
<b>Date &amp; Time:</b>	July 4, 2018, 07:23 Local	<b>Registration:</b>	N208EE
<b>Aircraft:</b>	Cessna 208	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground collision	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Scheduled		

## Analysis

The manager of regulatory compliance for the operator reported that a service truck had impacted the airplane, which resulted in substantial damage to the left wing. He added that the first officer was on the ground and that the captain was in the terminal at the time of impact.

The Federal Aviation Administrator (FAA) inspector reported that the flight crew reported that the captain was on-board the airplane and that the first officer was on the ground at the time of impact. The airplane was scheduled to depart in 1 hour, and they were preparing to fuel the airplane.

The FAA inspector added that the service truck driver reported that he was crossing the taxiway on the zipper road, and as he approached the main terminal road, a bag cart tug pulled out in front of him, causing him to swerve into the parked airplane.

The airplane sustained substantial damage to the left wing.

The manager reported that 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 service truck driver's evasive maneuver to avoid a bag cart tug, which resulted in the truck impacting a parked airplane.

## Findings

<b>Personnel issues</b>	(general) - Ground crew
<b>Personnel issues</b>	Task monitoring/vigilance - Ground crew
<b>Environmental issues</b>	Ground vehicle - Effect on operation

## Factual Information

### History of Flight

Prior to flight	Ground collision (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Single-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:	March 22, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 7, 2018
Flight Time:	(Estimated) 1506 hours (Total, all aircraft), 1211 hours (Total, this make and model), 536 hours (Pilot In Command, all aircraft), 261 hours (Last 90 days, all aircraft), 86 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N208EE
Model/Series:	208 B	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B1213
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	June 27, 2018 AAIP	Certified Max Gross Wt.:	8752 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	6800 Hrs at time of accident	Engine Manufacturer:	P&W Canada
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-114A
Registered Owner:	Multi-Aero Inc	Rated Power:	675 Horsepower
Operator:	MULTI-AERO INC	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	Air Choice One	Operator Designator Code:	MUIA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KORD,674 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	13:51 Local	Direction from Accident Site:	317°
Lowest Cloud Condition:	Few / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	28°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ironwood, MI (IWD )	Type of Flight Plan Filed:	IFR
Destination:	Chicago, IL (ORD )	Type of Clearance:	None
Departure Time:	04:20 Local	Type of Airspace:	Class B

## Airport Information

Airport:	CHICAGO O'HARE INTL ORD	Runway Surface Type:	
Airport Elevation:	680 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.974166,-87.907775(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Jennifer Wasik; FAA; Chicago, IL
<b>Original Publish Date:</b>	March 18, 2019
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97725">https://data.nts.gov/Docket?ProjectID=97725</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](#).