



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Chicago, Illinois	Accident Number:	GAA18CA409
Date & Time:	July 4, 2018, 07:23 Local	Registration:	N208EE
Aircraft:	Cessna 208	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	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

Personnel issues	(general) - Ground crew
Personnel issues	Task monitoring/vigilance - Ground crew
Environmental issues	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:		Rated Power:	675 Horsepower
Operator:		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 /	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

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

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).