



Aviation Investigation Final Report

Location:	Bismark, North Dakota	Accident Number:	CEN23LA126
Date & Time:	March 9, 2023, 17:45 Local	Registration:	N46CV
Aircraft:	Beech C90	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The commercial pilot stated that a vehicle struck the right wing of the airplane as he was taxiing from the non-movement area for departure. Surveillance video showed a ground service vehicle drive across the ramp and into the right wing of the airplane. The driver of the ground vehicle stated that as she was starting to speed up on the ramp, the airplane came into view. The driver attempted to stop but slid on the ice and came to rest under the airplane's right wing. A postaccident examination of the airplane revealed substantial damage to the right wing. The pilot stated 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 ground vehicle driver's failure to see and maintain clearance from the airplane while conducting ground operations.

Findings

Personnel issues	Task monitoring/vigilance - Ground crew
Environmental issues	Snow - Ability to respond/compensate

Factual Information

History of Flight

Taxi-to runway	Ground collision (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	27,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:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 23, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 7, 2022
Flight Time:	1300 hours (Total, all aircraft), 92 hours (Total, this make and model), 1059 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N46CV
Model/Series:	C90	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LJ-568
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	March 9, 2023 AAIP	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	13607.8 Hrs at time of accident	Engine Manufacturer:	Pratt and Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-21
Registered Owner:	On file	Rated Power:	
Operator:	Executive Air Taxi Corporation	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	On file	Operator Designator Code:	CTYA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBIS, 1651 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:15 Local	Direction from Accident Site:	3°
Lowest Cloud Condition:		Visibility	1.5 miles
Lowest Ceiling:	Broken / 2800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	-6°C / -9°C
Precipitation and Obscuration:	Light - None - Snow		
Departure Point:	Bismark, ND	Type of Flight Plan Filed:	IFR
Destination:	Minot, ND (KMOT)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Bismark Municipal Airport BIS	Runway Surface Type:	
Airport Elevation:	1661 ft msl	Runway Surface Condition:	Dry;Snow
Runway Used:		IFR Approach:	ILS;RNAV;VOR
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.776173,-100.75848(est)

Administrative Information

Investigator In Charge (IIC): Rutt, Brian

Additional Participating Persons: Brent Allen; FAA - Fargo FSDO

Original Publish Date: April 20, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=106860>

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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](#).