



National Transportation Safety Board Aviation Accident Final Report

Location:	MINNEAPOLIS, MN	Accident Number:	CHI95LA094
Date & Time:	03/05/1995, 1908 CST	Registration:	N130UE
Aircraft:	BEECH 1900	Aircraft Damage:	Substantial
Defining Event:		Injuries:	18 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

THE PILOT STATED AS THEY TAXIED FROM THE RUNWAY TO THE PARKING AREA THEY ENCOUNTERED AIR CARRIER TRAFFIC. THE PILOT ELECTED TO LEAVE THE TAXIWAY AND CROSS THE COMMUTER AIRPLANE PARKING RAMP RATHER THAN PASS BEHIND THE LARGER AIRPLANE. AS IT TAXIED ON THE PARKING RAMP, THE AIRPLANE STRUCK AN UNTENDED BAGGAGE CART AND STEP STOOL. THE PILOT STATED IT WAS A DARK NIGHT AND THE PARKING RAMP WAS NOT WELL LIGHTED WHERE THE COLLISION OCCURRED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot-in-command's failure to maintain clearance from obstacles during taxi operations. Related factors are the dark night light conditions and the wrong taxi route.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WRONG TAXI ROUTE - PILOT IN COMMAND
3. OBJECT - OTHER
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On March 5, 1995, about 1908 central standard time, a Beech 1900, N130UE, registered to Great Lakes Aviation, Ltd., and operated as United Express Flight 6048, collided with an untended baggage cart and step stool while taxiing to parking at the Minneapolis/St. Paul International Airport, in Minneapolis, Minnesota. The airplane received substantial damage as a result of the collision. The two flight crew members and 16 passengers on board the airplane reported no injuries. Night visual meteorological conditions prevailed at the time of the accident. The flight operated on an IFR flight plan. The flight operated under 14 CFR Part 135, and originated from Des Moines, Iowa, approximately 1747.

The Captain reported the flight was cleared to parking via the inner Echo (E) taxiway. He stated as they neared the commuter airplane parking area, they encountered a DC-9 positioned on the inner taxiway centerline, blocking their progress. The Captain reported he considered taxiing around the DC-9 on the outer Echo taxiway, but decided against it because of other traffic and the DC-9 jetwash. Instead, the Captain elected to taxi on the parking ramp, passing between a parked commuter airplane and the DC-9. He reported he and the first officer did not observe any obstacles on the parking ramp, and proceeded to taxi "...at an extremely slow taxi speed..." past the stationary airplanes. The Captain stated as they passed between the airplanes they heard a loud noise and felt extreme vibrations, as the airplane struck the untended objects.

The Captain stated the night was dark, with light snow falling, and the parking ramp was not well lit. He stated there was no reflective tape on the baggage cart or step stool, nor was there anything else to draw attention to the objects. He indicated he had turned off the taxi light (per company general operating procedures) so as not to blind the DC-9 flight crew.

Pilot Information

Certificate:	Airline Transport	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	01/27/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2982 hours (Total, all aircraft), 457 hours (Total, this make and model), 1964 hours (Pilot In Command, all aircraft), 134 hours (Last 90 days, all aircraft), 69 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N130UE
Model/Series:	1900 1900	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	VC130
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	03/01/1995, Continuous Airworthiness	Certified Max Gross Wt.:	16600 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	9668 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-65B
Registered Owner:	BEECH ACCEPTANCE CORP., INC.	Rated Power:	
Operator:	GREAT LAKES AVIATION, INC.	Air Carrier Operating Certificate:	Commuter Air Carrier (135)
Operator Does Business As:	UNITED EXPRESS	Operator Designator Code:	GLBA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Temperature/Dew Point:	-1° C / -5° C
Lowest Ceiling:	Overcast / 1900 ft agl	Visibility	9 Miles
Wind Speed/Gusts, Direction:	9 knots, 10°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	DES MOINES, IA (DSM)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	1747 CST	Type of Airspace:	

Airport Information

Airport:	MINNEAPOLIS/ST. PAUL INTL (MSP)	Runway Surface Type:	
Airport Elevation:	841 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	16 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	18 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Adopted Date:	09/24/1995
Additional Participating Persons:	LANCE A MENEGHELLI; MINNEAPOLIS, MN		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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