



National Transportation Safety Board Aviation Accident Final Report

Location:	Milwaukee, WI	Accident Number:	CEN13LA004
Date & Time:	10/04/2012, 2010 CDT	Registration:	N894AT
Aircraft:	BOEING 717-200	Aircraft Damage:	Substantial
Defining Event:	Aircraft servicing event	Injuries:	108 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

The regularly scheduled domestic passenger flight arrived at its gate and passengers began deplaning. A catering truck approached the right front service door. The catering truck driver said he applied the brakes three times in an attempt to stop the truck before it struck the airplane. The truck driver subsequently found that a “sleeve of hot/cold cups” rolled under the brake pedal and obstructed its movement.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An obstruction (a sleeve of cups) that lodged under the catering truck brake pedal, which prevented the driver from stopping the truck before it struck the parked airplane.

Findings

Environmental issues	Ground vehicle - Effect on equipment (Cause)
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Factual Information

On October 4, 2012, about 2010 central daylight time, a Boeing 717-200, N894AT, was struck by a catering truck while it was parked at the gate at General Mitchell International Airport (KMKE), Milwaukee, Wisconsin. There were no injuries to the deplaning 103 passengers and 5 flight crew. The airplane was substantially damaged. The airplane was registered to Wells Fargo Bank Northwest, NA, Salt Lake City, Utah, and operated by Southwest Airlines, Inc., Dallas, Texas, as Flight 725, under the provisions of 14 Code of Federal Regulations Part 121 as a scheduled domestic passenger flight. Visual meteorological conditions prevailed at the time of the accident, and an instrument flight rules flight plan had been filed and closed. The cross-country flight had originated from Hartsfield - Jackson Atlanta International Airport (KATL), Atlanta, Georgia.

The airplane had arrived at gate C14 and passengers had started deplaning. A catering truck, owned by AirTran Airways and operated by Aerotek Aviation, approached the right front service door. The driver said he attempted to stop, applying the brakes 3 times. The truck did not stop and struck the airplane. After the accident, the driver of the truck found a sleeve of hot/cold cups under the brake pedal. The damage to the airplane was confined to the area of the production splice, a joint where the forward portion of the fuselage is mated to the midsection fuselage. This included fuselage stations 207, 218, 228, 235, and 250.

History of Flight

Standing-engine(s) not oper	Aircraft servicing event (Defining event)
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Pilot Information

Certificate:	Age:	, Male
Airplane Rating(s):	Seat Occupied:	Left
Other Aircraft Rating(s):	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Second Pilot Present:	Yes
Instructor Rating(s):	Toxicology Performed:	No
Medical Certification:	Last Medical Exam:	
Occupational Pilot: Yes	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BOEING	Registration:	N894AT
Model/Series:	717-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	55046
Landing Gear Type:	Retractable - Tricycle	Seats:	123
Date/Type of Last Inspection:	10/02/2012, Continuous Airworthiness	Certified Max Gross Wt.:	121000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	24645 Hours	Engine Manufacturer:	Rolls Royce
ELT:	Installed, not activated	Engine Model/Series:	BR715C1-30
Registered Owner:	Wells Fargo Bank Northwest, NA	Rated Power:	21000 lbs
Operator:	Southwest Airlines, Inc.	Air Carrier Operating Certificate:	Flag carrier (121)
Operator Does Business As:	AirTran Airways	Operator Designator Code:	SWA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KMKE, 729 ft msl	Observation Time:	1952 CDT
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 7000 ft agl	Temperature/Dew Point:	14° C / 6° C
Lowest Ceiling:	Broken / 8500 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	11 knots, 250°	Visibility (RVR):	
Altimeter Setting:	30.01 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Atlanta, GA (KATL)	Type of Flight Plan Filed:	IFR
Destination:	Milwaukee, WI (KMKE)	Type of Clearance:	None
Departure Time:	1825 EDT	Type of Airspace:	Class C

Airport Information

Airport:	General Mitchell International (KMKE)	Runway Surface Type:	
Airport Elevation:	729 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	Substantial
Passenger Injuries:	103 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	108 None	Latitude, Longitude:	42.941389, -87.891389 (est)

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Adopted Date:	01/22/2013
Additional Participating Persons:	Angel A Figueroa-Rodriguez; FAA Flight Standards District Office; Milwaukee, WI		
Publish Date:	01/22/2013		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85253		

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.

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