



National Transportation Safety Board Aviation Accident Final Report

Location:	Sebastian, FL	Accident Number:	ERA15LA124A
Date & Time:	02/09/2015, 0615 EST	Registration:	N30EA
Aircraft:	DEHAVILLAND DHC 6 TWIN OTTER	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

A de Havilland DHC-6 Twin Otter airplane, N30EA, collided with another Twin Otter airplane, N70EA, on the runway. The pilot of N30EA reported that, once she started the engines, the airplane rolled forward and to the left 180 degrees because the steering-tiller had been positioned sharply to the left when the airplane was last parked. The pilot stated that, when she applied the brakes, there was no response, and the airplane subsequently collided with the right wing of N70EA. The pilot of N30EA reported that, after the collision, she noted that the hydraulic circuit breaker was open; this would have resulted in insufficient hydraulic pressure to control the parking or pedal brakes. The pilot of N30EA said that she should have noticed that the hydraulic circuit breaker was open before she started the engines because it was part of the Before Starting Engines checklist.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to conduct all of the required items on the Before Starting Engines checklist, which resulted in her failure to detect an open hydraulic circuit breaker and led to insufficient hydraulic pressure to operate the airplane's brakes, her subsequent loss of airplane control, and ground collision with an airplane.

Findings

Personnel issues	Use of checklist - Pilot (Cause) Aircraft control - Pilot (Cause)
-------------------------	--

Factual Information

On February 9, 2015, at 0615 eastern standard time, N30EA and N70EA, both de Havilland Canada DHC 6 Twin Otters, sustained substantial damage when N30EA collided with N70EA, when the pilot lost control during engine start at the Sebastian Municipal Airport (X26), Sebastian, Florida. The pilot of N30EA and the pilot and mechanic on N70EA were not injured. Both airplanes were registered to and operated by Eagle Air Transport, Ottawa, Illinois. An instrument flight rules flight plan was filed for both airplanes and destined for the Exuma International Airport (MYEF), George Town, Bahamas. Visual meteorological conditions prevailed for the positioning flights conducted under the provisions of 14 Code of Federal Regulations Part 91.

Both airplanes were parked right next to each other (N30EA was to the right of N70EA) and were preparing to depart. The pilot of N30EA reported that she conducted a normal pre-flight inspection of the airplane and the parking brake was "set." After starting both engines, the pilot advanced the throttles (one at a time) to bring the generators on-line. She said the airplane began to move forward and to the left because the steering-tiller had been positioned "sharply" to the left when the airplane was last parked. The pilot said that when she applied the brakes, there was no response and the airplane turned almost 180 degrees as it collided with N70EA, who also had its engines running. A review of postaccident photographs revealed substantial damage to the right wings and engines of both airplanes. The propeller assembly from N70EA's right engine had sheared off and each blade was damaged. The propeller assembly for N30EA remained attached to the engine and each blade was damaged. The area above the cockpit of N30EA was crushed from impact with N70EA's right wing.

The pilot of N30EA reported that after she did an emergency shut-down of the engines; she realized the hydraulic circuit breaker was "pulled." She said she had been told that a mechanic had "pulled" the circuit breaker to bleed down the hydraulic accumulator during maintenance done the night before the accident, which may have resulted in the parking brake and pedal-brakes not having sufficient fluid to operate correctly. However, a review of maintenance logs for N30EA revealed there was no maintenance to the hydraulic system on the airplane prior to the accident. The pilot also stated that she learned after the accident that even though it is not on the checklist, some pilots will pull the hydraulic circuit breaker when shutting down the aircraft to "save a little wear and tear" on the hydraulic pump. It is not known how or why the hydraulic circuit breaker had opened prior to the accident.

According to the airplane's Normal Operating procedures, section 2.1.2, Before Starting Engines checklist, the pilot was to confirm that all circuit breakers were "In". When asked how this accident could have been prevented, the pilot said she, "...should have seen the pulled circuit breaker on the prestart flow."

The pilot of N70EA stated that he was parked to the left of N30EA and he had just started the engines. He was bringing the generators on-line when the operator's Director of Maintenance (DOM) was boarding the rear of the airplane. The pilot then reached down to turn on the avionics master switch, when N30EA collided with N70EA. He immediately shut down both engines while the DOM exited the airplane.

History of Flight

Standing-engine(s) start-up	Loss of control on ground (Defining event) Ground collision
-----------------------------	--

Pilot Information

Certificate:	Commercial	Age:	40
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	09/30/2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/04/2013
Flight Time:	2654 hours (Total, all aircraft), 372 hours (Total, this make and model), 2524 hours (Pilot In Command, all aircraft), 141 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	DEHAVILLAND	Registration:	N30EA
Model/Series:	DHC 6 TWIN OTTER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	191
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	01/08/2015, Continuous Airworthiness	Certified Max Gross Wt.:	10501 lbs
Time Since Last Inspection:	32305 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	Pratt and Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6A-34
Registered Owner:	EAGLE AIR TRANSPORT INC	Rated Power:	750 hp
Operator:	EAGLE AIR TRANSPORT INC	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	E2TM

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	VRB, 22 ft msl	Observation Time:	0553 EST
Distance from Accident Site:	10 Nautical Miles	Direction from Accident Site:	156°
Lowest Cloud Condition:		Temperature/Dew Point:	-11°C
Lowest Ceiling:	Overcast / 9500 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 290°	Visibility (RVR):	
Altimeter Setting:	29.96 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Sebastian, FL (X26)	Type of Flight Plan Filed:	IFR
Destination:	Exuma, FN (MYEF)	Type of Clearance:	None
Departure Time:	EST	Type of Airspace:	

Airport Information

Airport:	Sebastian Municipal (X26)	Runway Surface Type:	N/A
Airport Elevation:	21 ft	Runway Surface Condition:	Unknown
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	27.815556, -80.469722 (est)

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	07/13/2015
Additional Participating Persons:			
Publish Date:	07/13/2015		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90702		

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.