



National Transportation Safety Board Aviation Accident Final Report

Location:	ATLANTIC CITY, NJ	Accident Number:	IAD97LA057
Date & Time:	04/01/1997, 2220 EST	Registration:	N280MA
Aircraft:	Fokker F-27	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 37 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

While taxiing, the pilot observed a van travelling in reverse motion, moving from the pilot's left to right. The pilot signaled the van with the landing lights to attract the driver's attention, but the van passed the nose of the airplane. The pilot stopped the airplane, and the van continued and struck the right rear fuselage of the airplane. The investigation revealed that the driver had exited the running van to work on another airplane, without setting the parking brake. The van's transmission had been replaced the day of the accident, and the indicator for the gear selection was missing from the steering column.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of the driver of the van to set the parking brake before exiting the van.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING

Findings

1. OBJECT - VEHICLE
2. (C) MISCELLANEOUS - NOT COMPLIED WITH - OTHER PERSON

Factual Information

On April 1, 1997, at 2220 eastern standard time, N280MA, a Fokker F27, operated by Eagle Jet Charter Inc. of Las Vegas, Nevada, was substantially damaged when it was struck by a driverless Nations Air maintenance van, while standing on the ramp at the Atlantic City International Airport, Atlantic City, New Jersey. The certificated airline transport pilot, co-pilot, flight attendant and the 34 passengers were not injured, while one passenger received minor injuries. Visual meteorological conditions prevailed and an instrument flight rules flight plan was filed for charter passenger flight conducted under 14 CFR Part 121.

The pilot reported that while taxiing slowly through the ramp area, he observed a van approaching the airplane from the "10 to 11 o'clock position." He said the van was travelling in reverse motion from left to right. He signaled the van with the landing lights, but the van passed the nose of the airplane in a curving turn. He stopped the airplane, but the driverless van continued in reverse until it struck the right rear fuselage.

According to the driver of the maintenance van, he had exited the running van to work on another airplane without setting the parking brake. He had placed the gear shift handle in the park position.

According to a Federal Aviation Administration Inspector, the van's transmission was replaced the day of the accident, and the gear selection indicator on the steering column was missing.

Pilot Information

Certificate:	Airline Transport	Age:	41, 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 FAA Medical Exam:	03/21/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7172 hours (Total, all aircraft), 156 hours (Total, this make and model), 3743 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Fokker	Registration:	N280MA
Model/Series:	F-27 F-27	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	10522
Landing Gear Type:	Retractable - Tricycle	Seats:	51
Date/Type of Last Inspection:	03/14/1997, Continuous Airworthiness	Certified Max Gross Wt.:	45000 lbs
Time Since Last Inspection:	55 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	39716 Hours	Engine Manufacturer:	Rolls-Royce
ELT:	Installed, not activated	Engine Model/Series:	DART 532-7R
Registered Owner:	EAGLE JET CHARTER INC.	Rated Power:	1850 hp
Operator:	EAGLE JET CHARTER INC.	Operating Certificate(s) Held:	Supplemental
Operator Does Business As:		Operator Designator Code:	012W

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5° C / -8° C
Precipitation and Obscuration:			
Departure Point:	, NJ (ACY)	Type of Flight Plan Filed:	IFR
Destination:	RICHMOND, VA (RIC)	Type of Clearance:	IFR
Departure Time:	2215 EST	Type of Airspace:	Class C

Airport Information

Airport:	ATLANTIC CITY INTL (ACY)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 33 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 37 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BEVERLEY DRAKE	Report Date:	06/09/1999
Additional Participating Persons:	TOM MARTIN; PHILADELPHIA, PA		
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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