



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ATLANTIC CITY, NJ	<b>Accident Number:</b>	IAD97LA057
<b>Date &amp; Time:</b>	04/01/1997, 2220 EST	<b>Registration:</b>	N280MA
<b>Aircraft:</b>	Fokker F-27	<b>Injuries:</b>	1 Minor, 37 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	41
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Fokker	<b>Registration:</b>	N280MA
<b>Model/Series:</b>	F-27 F-27	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	EAGLE JET CHARTER INC.	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>Operating Certificate(s) Held:</b>	Supplemental	<b>Engine Model/Series:</b>	DART 532-7R
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Bright
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	11 knots / , 330°
<b>Temperature:</b>	5° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	, NJ (ACY)	<b>Destination:</b>	RICHMOND, VA (RIC)

## Airport Information

<b>Airport:</b>	ATLANTIC CITY INTL (ACY)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	BEVERLEY DRAKE	<b>Adopted Date:</b>	06/09/1999
<b>Investigation Docket:</b>	NTSB accident and incident docket 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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.