



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Pittsburgh, PA	<b>Accident Number:</b>	NYC04LA063
<b>Date &amp; Time:</b>	02/01/2004, 1700 EST	<b>Registration:</b>	N158SD
<b>Aircraft:</b>	Saab-Scania AB (Saab) 340A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	22 None

**Flight Conducted Under:** Part 121: Air Carrier - Scheduled

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## Analysis

The airplane was parked at the gate, when a baggage cart became disconnected from the tug which was towing it, and impacted the left side of the fuselage. Examination of the tug revealed a broken E-hitch pin where the baggage cart became disconnected.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the baggage cart E-hitch pin, which resulted in the baggage cart separating from its tug, and subsequently impacting a parked airplane.

## Findings

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Occurrence #1: MISCELLANEOUS/OTHER  
Phase of Operation: STANDING

### Findings

1. (C) AIRPORT EQUIPMENT,GROUND SUPPORT - FAILURE,TOTAL

## Factual Information

On February 1, 2004, at 1700 eastern standard time, a Saab 340A, N158SD, operated by Shuttle America Inc., as US Airways Express flight 4593, was substantially damaged when it was struck by a baggage cart while parked at Gate E11 at Pittsburgh International Airport (PIT), Pittsburgh, Pennsylvania. The two flightcrew members, one flight attendant, and 19 passengers were not injured. Visual meteorological conditions prevailed and an instrument flight rules flight plan had been filed for the flight which was destined for Toledo International Airport (TOL), Toledo, Ohio. The scheduled passenger flight was to be conducted under 14 CFR Part 121.

According to the operator, the airplane was parked at the gate, when a baggage cart became disconnected from the tug which was towing it, and impacted the left side of the fuselage. Substantial damage to the airplane included a 23-inch tear in the fuselage, as well as five circumferential structure fractures.

Examination of the tug revealed a broken E-hitch pin where the baggage cart became disconnected. Ground service personnel then examined all tugs and their associated baggage carts to identify any additional faulty gearshift levers. During the inspection, one additional tug was identified as having a broken pin. The pin was replaced, and the vehicle was returned to service.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	09/11/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Co-Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Multi-engine Sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	07/15/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2339 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Saab-Scania AB (Saab)	<b>Registration:</b>	N158SD
<b>Model/Series:</b>	340A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	340A-158
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	33
<b>Date/Type of Last Inspection:</b>	Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	28000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	General Electric
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	CT7-5A2
<b>Registered Owner:</b>	Banc of America Leasing & Capital LLC	<b>Rated Power:</b>	1735 hp
<b>Operator:</b>	Shuttle America	<b>Air Carrier Operating Certificate:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>	US Airways Express	<b>Operator Designator Code:</b>	UHLA

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PIT, 1204 ft msl	Observation Time:	1651 EST
Distance from Accident Site:		Condition of Light:	Dusk
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 25000 ft agl	Temperature/Dew Point:	-3°C / -11°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 80°	Visibility (RVR):	
Altimeter Setting:	30.38 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Pittsburgh, PA (PIT)	Type of Flight Plan Filed:	IFR
Destination:	Toledo, OH (TOL)	Type of Clearance:	IFR
Departure Time:	1600 EST	Type of Airspace:	Class B

## Airport Information

Airport:	Pittsburgh Int'l Airport (PIT)	Runway Surface Type:	Unknown
Airport Elevation:	1204 ft	Runway Surface Condition:	Unknown
Runway Used:	NA	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

## Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	19 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	22 None		

## Administrative Information

Investigator In Charge (IIC):	Jill M Andrews	Adopted Date:	03/30/2005
Additional Participating Persons:	Ellen Tutro; FAA/FSDO; South Bend, IN		
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 <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> .		

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