



National Transportation Safety Board Aviation Accident Final Report

Location:	San Francisco, CA	Accident Number:	DCA12CA035
Date & Time:	02/03/2012, 1705 PDT	Registration:	N912SW
Aircraft:	BOMBARDIER CL600 2B19	Aircraft Damage:	Substantial
Defining Event:	Aircraft servicing event	Injuries:	52 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

On February 3, 2012, about 1717 Pacific daylight time, SkyWest Airlines flight 6261, a Bombardier CL600-2B19, N912SW, was impacted by a belt loader at San Francisco International Airport, San Francisco, California, while parked at the gate and ready for pushback. There were no injuries to the passengers or crew members onboard and the airplane sustained substantial damage. The flight was operating under the provisions of 14 CFR Part 121 as a scheduled domestic passenger flight to Mahlon Sweet Field Airport, Eugene, Oregon.

After the boarding process was complete, the flight crew was informed that a belt loader had struck the airplane. According to the operator, the driver of the belt loader that had been parked at the rear cargo door believed there was sufficient room between the loader and the airplane to make a forward right turn instead of backing up. However, the front left corner of the loader impacted the airplane during the turn and caused substantial damage to the skin, stringers and a frame.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the driver's failure to ensure that the belt loader was clear of the airplane before turning.

Findings

Personnel issues	Incorrect action performance - Ground crew (Cause)
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Factual Information

History of Flight

Standing	Aircraft servicing event (Defining event)
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Pilot Information

Certificate:	Airline Transport	Age:	37
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 With Waivers/Limitations	Last Medical Exam:	05/02/2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/10/2011
Flight Time:	12548 hours (Total, all aircraft), 4233 hours (Total, this make and model)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
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 Without Waivers/Limitations	Last Medical Exam:	08/08/2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	07/22/2011
Flight Time:	6034 hours (Total, all aircraft), 1739 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BOMBARDIER	Registration:	N912SW
Model/Series:	CL600 2B19	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	7595
Landing Gear Type:	Tricycle	Seats:	50
Date/Type of Last Inspection:	01/07/2012, Continuous Airworthiness	Certified Max Gross Wt.:	53000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:	26289 Hours	Engine Manufacturer:	General Electric
ELT:	Installed, not activated	Engine Model/Series:	CF34-3B1
Registered Owner:	Wells Fargo Bank NA Trustee	Rated Power:	8729 lbs
Operator:	SkyWest Airlines	Air Carrier Operating Certificate:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	SWAI

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SFO, 13 ft msl	Observation Time:	2256 UTC
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Night
Direction from Accident Site:	0°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered	Temperature/Dew Point:	16 °C
Lowest Ceiling:	Unknown	Visibility	9 Miles
Wind Speed/Gusts, Direction:	4 knots, 340°	Visibility (RVR):	
Altimeter Setting:	30 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	San Francisco, CA (KSFO)	Type of Flight Plan Filed:	IFR
Destination:	Eugene, OR (KEUG)	Type of Clearance:	None
Departure Time:	1717 PDT	Type of Airspace:	Unknown

Airport Information

Airport:	San Francisco International (KSFO)	Runway Surface Type:	
Airport Elevation:	13 ft	Runway Surface Condition:	
Runway Used:	N/A	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	49 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	52 None		

Administrative Information

Investigator In Charge (IIC):	John W Lovell	Adopted Date:	11/19/2015
Additional Participating Persons:	Michael Eisenstat; SkyWest Airlines; Salt lake City, UT		
Publish Date:	11/19/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=82833		

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.