



National Transportation Safety Board Aviation Accident Final Report

Location:	BOSTON, MA	Accident Number:	NYC89LA215
Date & Time:	09/01/1989, 0820 EDT	Registration:	N318BH
Aircraft:	BEECH 1900C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	15 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

ACCORDING TO THE CAPTAIN, HE WAS TAXIING THE AIRCRAFT TO BE PARKED AND WAS BEING GUIDED TO THE PARKING AREA BY A GROUND GUIDE. THE GUIDE TURNED THE AIRCRAFT TOO CLOSE TO THE JETWAY AND THE VERTICAL STABILIZER CONTACTED THE JETWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE GROUND PERSONNEL TO SAFELY GUIDE THE AIRCRAFT SO THAT IT WOULD HAVE CLEARED THE JETWAY.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

1. OBJECT - AIRPORT FACILITY
2. (C) AIRCRAFT HANDLING - MISJUDGED - GROUND PERSONNEL
3. (F) VISUAL LOOKOUT - NOT MAINTAINED - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
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:	06/01/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4350 hours (Total, all aircraft), 1700 hours (Total, this make and model), 2750 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N318BH
Model/Series:	1900C 1900C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	1900C
Landing Gear Type:	Retractable - Tricycle	Seats:	19
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	14000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:		Engine Model/Series:	PT6A
Registered Owner:	BAR HARBOR AIRLINES	Rated Power:	1100 hp
Operator:	BAR HARBOR AIRLINES	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	BANGOR, ME (BGR)	Type of Flight Plan Filed:	IFR
Destination:	BOSTON, MA (BOS)	Type of Clearance:	
Departure Time:	1000 EST	Type of Airspace:	

Airport Information

Airport:	BOSTON INT'L	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:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	13 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	15 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ALAN J YURMAN	Report Date:	06/26/1992
Additional Participating Persons:			
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).