



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | BOSTON, MA | Accident Number: | NYC89LA215 |
| Date & Time: | 09/01/1989, 0820 EDT | Registration: | N318BH |
| Aircraft: | BEECH 1900C | 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

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

Pilot Information

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|----------------------------------|--|------------------------------|----------|
| Certificate: | Airline Transport | Age: | 30 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|---------------------------------------|---|-----------------------------|--------------|
| Aircraft Make: | BEECH | Registration: | N318BH |
| Model/Series: | 1900C 1900C | Engines: | 2 Turbo Prop |
| Operator: | BAR HARBOR AIRLINES | Engine Manufacturer: | P&W |
| Operating Certificate(s) Held: | Commuter Air Carrier (135) | Engine Model/Series: | PT6A |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Scheduled | | |

Meteorological Information and Flight Plan

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|---|--------------------|-------------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Weather Information Source: | Pilot |
| Lowest Ceiling: | Unknown / 0 ft agl | Wind Speed/Gusts, Direction: | / , |
| Temperature: | -18° C | Visibility | 5 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | BANGOR, ME (BGR) | Destination: | BOSTON, MA (BOS) |

Airport Information

| | | | |
|-----------------------------|--------------|----------------------------------|--|
| Airport: | BOSTON INT'L | Runway Surface Type: | |
| Runway Used: | 0 | Runway Surface Condition: | |
| Runway Length/Width: | | | |

Wreckage and Impact Information

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|-----------------------------|---------|----------------------------|-------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 13 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

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|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | ALAN J YURMAN | Adopted Date: | 06/26/1992 |
| 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.