



National Transportation Safety Board Aviation Accident Final Report

Location:	Bar Harbor, ME	Accident Number:	NYC02LA023
Date & Time:	11/01/2001, 2145 EST	Registration:	N210CJ
Aircraft:	Beech 1900C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	13 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

The first officer landed the airplane upon completion of a night ILS approach. Just after touchdown, the airplane struck a deer in the vicinity of the left engine. The deer had been crossing the runway from left to right. The captain shut down the engine and taxied to the gate. Post-accident examination of the airplane revealed that the engine firewall was cracked, one propeller blade was bent, and another blade had separated near the hub. The separated portion of the blade was found about 300 feet from where the collision occurred. Weather at the time included a 600-foot overcast layer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A deer, which had been crossing the runway as the airplane touched down. A factor was the dark night conditions.

Findings

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

Findings

1. (C) OBJECT - ANIMAL(S)
2. (F) LIGHT CONDITION - DARK NIGHT

Factual Information

On November 1, 2001, at 2145 eastern standard time, a Beech 1900C, N210CJ, operating as U.S Airways Express flight 5955, was substantially damaged when it collided with a deer while landing at Hancock County-Bar Harbor Airport (BHB), Bar Harbor, Maine. The certificated airline transport pilot, the first officer, and the 11 passengers were uninjured. Night instrument meteorological conditions prevailed at the time of the accident. The flight was operating on an instrument flight rules flight plan between General Edward Lawrence Logan International Airport (BOS), Boston, Massachusetts, and Bar Harbor. The scheduled passenger flight was conducted under 14 CFR Part 121.

The flight was operated by Colgan Air, Inc. According to the Director of Safety, the first officer had just completed an ILS RWY 22 approach. She landed the airplane, and just after touchdown, it struck a deer that was crossing from left to right. The captain took control of the airplane and stopped it on the runway. As the airplane slowed to a stop, the left engine began to vibrate. The captain secured the engine, and after shutdown, noted that one of the composite propeller blades was missing. After assessing the damage, the captain taxied the airplane to the ramp, where the passengers deplaned uneventfully.

Post-accident examination of the airplane revealed that the engine firewall was cracked, one propeller blade was bent, and another blade had separated near the hub. The separated portion of the blade was found about 300 feet from where the collision occurred.

Weather at the time included a 600-foot overcast layer.

Pilot Information

Certificate:	Airline Transport	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Sea	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 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/23/2001
Occupational Pilot:		Last Flight Review or Equivalent:	05/01/2001
Flight Time:	11142 hours (Total, all aircraft), 8251 hours (Total, this make and model), 9865 hours (Pilot In Command, all aircraft), 191 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Commercial	Age:	31, Male
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):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/07/2001
Occupational Pilot:		Last Flight Review or Equivalent:	05/01/2001
Flight Time:	1860 hours (Total, all aircraft), 200 hours (Total, this make and model), 1505 hours (Pilot In Command, all aircraft), 171 hours (Last 90 days, all aircraft), 89 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N210CJ
Model/Series:	1900C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Transport	Serial Number:	VC110
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	16600 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-65B
Registered Owner:	Raytheon Acceptance Corp	Rated Power:	1100 hp
Operator:	COLGAN AIR INC	Operating Certificate(s) Held:	None
Operator Does Business As:	U.S. Airways Express	Operator Designator Code:	NSVA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night
Observation Facility, Elevation:	BHB, 84 ft msl	Distance from Accident Site:	
Observation Time:	2155 EST	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 600 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.25 inches Hg	Temperature/Dew Point:	11 °C / 10 °C
Precipitation and Obscuration:			
Departure Point:	Boston, MA (BOS)	Type of Flight Plan Filed:	IFR
Destination:	Bar Harbor, ME (BHB)	Type of Clearance:	IFR
Departure Time:	2058 EST	Type of Airspace:	Class D

Airport Information

Airport:	Hancock Couty - Bar Harbor (BHB)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	ILS
Runway Length/Width:	5200 ft / 100 ft	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	11 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	13 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Paul R Cox	Report Date:	01/02/2002
Additional Participating Persons:	David Knowles; FAA/FSDO; Portland, ME		
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/ .		

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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](#).