



National Transportation Safety Board Aviation Accident Data Summary

Location:	Bar Harbor, ME	Accident Number:	NYC02LA023
Date & Time:	11/01/2001, 2145 EST	Registration:	N210CJ
Aircraft:	Beech 1900C	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

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

Pilot Information

Certificate:	Airline Transport	Age:	49
Airplane Rating(s):	Multi-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
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	Engines:	2 Turbo Prop
Operator:	COLGAN AIR INC	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	None	Engine Model/Series:	PT6A-65B
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night
Observation Facility, Elevation:	BHB, 84 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 600 ft agl	Wind Speed/Gusts, Direction:	9 knots / 14 knots, 190°
Temperature:	11°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Boston, MA (BOS)	Destination:	Bar Harbor, ME (BHB)

Airport Information

Airport:	Hancock Couty - Bar Harbor (BHB)	Runway Surface Type:	Asphalt
Runway Used:	23	Runway Surface Condition:	Dry
Runway Length/Width:	5200 ft / 100 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Paul R Cox

Adopted Date: 01/02/2002

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.