



National Transportation Safety Board Aviation Accident Final Report

Location:	Windsor Locks, CT	Accident Number:	NYC04LA099
Date & Time:	04/01/2004, 1830 EST	Registration:	N149CJ
Aircraft:	Beech 1900D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	16 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

After landing, and while taxiing to the ramp at night, the airplane's left engine and fuselage was struck by a fuel truck. Witness statements did not reveal headlights illuminated on the fuel truck. Weather at the time of the accident included light rain and mist with 2 miles visibility. The Airport Ramp Rules and Regulations, stated in part: "All vehicles shall always relinquish right-of-way to any aircraft moving under its own power or under tow, except emergency conditions," and "all vehicles will have lights on during the hours between dusk and dawn and during periods of low visibility."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The fuel truck driver's failure to maintain clearance with a taxiing airplane, resulting in the collision between the fuel truck and the airplane. A factor in the accident was the night condition.

Findings

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

Findings

1. OBJECT - VEHICLE
2. (C) CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE
3. (F) LIGHT CONDITION - NIGHT

Factual Information

On April 1, 2004, at 1830 eastern standard time, a Beech 1900D, N149CJ, operated by Colgan Air Inc., as U.S. Airways Express flight 4997, was substantially damaged when it collided with a fuel truck while taxiing at Bradley International Airport (BDL), Windsor Locks, Connecticut. The certificated airline transport pilot (captain), first officer, and 14 passengers were uninjured. Night visual meteorological conditions prevailed at the time of the accident. The flight was operating on an instrument flight rules flight plan between Syracuse Hancock International Airport (SYR), Syracuse, New York, and Windsor Locks. The scheduled passenger flight was conducted under 14 CFR Part 121.

According to a written statement provided by the captain, the flight landed on runway 24, and was cleared to taxi to the ramp. As the airplane entered the ramp area, the flight crew planned to stop beyond the hold-short line, to wait for another airplane to exit gate 25. As the flight crew crossed the hold-short line, and were almost at a complete stop, they felt a "buffet," which became a "large jolt," on the left side of the fuselage. After realizing a fuel truck impacted the left engine and propeller, the captain shut down the engines, and evacuated the passengers from the right window emergency exit.

The captain stated that the taxi lights, flood lights, navigation lights, and beacon were illuminated while taxiing.

The fuel truck driver reported in a written statement that he was traveling on the ramp from gate 11 to gate 25, to fuel the inbound Colgan Air flight. As he was traveling within the "marked roadway," he suddenly observed a red light. Realizing it was a wing light, he slammed on the brakes, and the airplane's engine impacted the right side of the truck cab.

According to a written statement provided by a passenger, as the airplane was taxiing to the terminal, he looked to the left and noticed a fuel truck headed into the airplane's path. The passenger stated that the fuel truck did not have any headlights or strobe lights illuminated, and estimated it was traveling about 15 mph. The truck disappeared from view briefly, and then collided with the front left side of the airplane.

A second aircraft refueler observed the accident fueling truck driving northbound on the ramp roadway. The refueler did not observe any lights on the refueling truck.

Weather reported at BDL, at 1819, included winds from 020 degrees at 10 knots, 2 miles visibility, with light rain and mist.

The Bradley International Airport, Ramp Rules and Regulations, Section II, Vehicle Operations, stated in part: "All vehicles shall always relinquish right-of-way to any aircraft moving under its own power or under tow, except emergency conditions." The regulations also stated that, "all vehicles will have lights on during the hours between dusk and dawn and during periods of low visibility."

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	31, Male
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):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/19/2004
Occupational Pilot:		Last Flight Review or Equivalent:	03/04/2004
Flight Time:	3427 hours (Total, all aircraft), 1090 hours (Total, this make and model), 2308 hours (Pilot In Command, all aircraft), 171 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Co-Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	32, 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 Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/06/2003
Occupational Pilot:		Last Flight Review or Equivalent:	12/18/2003
Flight Time:	847 hours (Total, all aircraft), 191 hours (Total, this make and model), 290 hours (Pilot In Command, all aircraft), 191 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N149CJ
Model/Series:	1900D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	UE-49
Landing Gear Type:	Retractable - Tricycle	Seats:	19
Date/Type of Last Inspection:	03/23/2004, Continuous Airworthiness	Certified Max Gross Wt.:	17060 lbs
Time Since Last Inspection:	37.8 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	18134.6 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6A-67D
Registered Owner:	COLGAN AIR INC	Rated Power:	1214 hp
Operator:	COLGAN AIR INC	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	US Airways Express	Operator Designator Code:	NSVA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	BDL	Distance from Accident Site:	
Observation Time:	1819 EST	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	2 Miles
Lowest Ceiling:	Broken / 1000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.69 inches Hg	Temperature/Dew Point:	7°C / 6°C
Precipitation and Obscuration:			
Departure Point:	Syracuse, NY (SYR)	Type of Flight Plan Filed:	IFR
Destination:	Windsor Locks, CT (BDL)	Type of Clearance:	IFR
Departure Time:	1730 EST	Type of Airspace:	Class D

Airport Information

Airport:	Bradley International Airport (BDL)	Runway Surface Type:	Unknown
Airport Elevation:	173 ft	Runway Surface Condition:	Unknown
Runway Used:	NA	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	14 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	16 None	Latitude, Longitude:	41.938889, -72.683056

Administrative Information

Investigator In Charge (IIC):	Jill M Andrews	Report Date:	06/08/2005
Additional Participating Persons:	Frank Rys; FAA/FSDO; Windsor Locks, CT		
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](#).