



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	ABERDEEN, South Dakota	<b>Accident Number:</b>	CHI01LA033
<b>Date &amp; Time:</b>	November 8, 2000, 18:00 Local	<b>Registration:</b>	N402XJ
<b>Aircraft:</b>	Saab 340-B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 24 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

The Captain reported the airplane was on the ILS approach at 600 feet above ground level when the airplane impacted a flock of snow geese. The Captain reported he decided to continue the approach for landing. Once on the ground the flight attendant informed the Captain there was a hole in the side of the airplane and that a passenger was injured. The Captain reported a doctor on board the airplane removed a piece of metal from the passenger's leg and administered first aid prior to the ambulance arriving. The Captain reported, "When we looked at aircraft 402 it was pretty messed up. There were geese in both intakes, three holes in the side, prop blades with pieces missing out of them, a side window busted, both front windows hit and one wiper gone, the other broke off to the side, one gear was hit and one flap."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the impact with the flock of snow geese.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: APPROACH

Findings

1. (C) OBJECT - BIRD(S)

## Factual Information

On November 8, 2000, at 1800 central standard time, a SAAB-340-B, N402XJ, operated by Mesaba Aviation, Inc., was substantially damaged when the airplane impacted a flock of geese during an approach for landing. The windshield wiper was torn from the airplane. The left composite propeller exhibited impact marks and chordwise scratching on the face of a propeller blade. Metal fragments punctured the left side of the fuselage and one of the fragments hit a passenger in the leg. The airplane landed without incident. The passenger was taken to a local hospital for medical treatment for minor injuries. The pilot, copilot, flight attendant, and the remaining 21 passengers were not injured. The 14 CFR Part 121 Mesaba flight 2831 had departed Minneapolis-St. Paul International Airport (MSP), Minneapolis, Minnesota, and landed at the Aberdeen Regional Airport (ABR), Aberdeen, South Dakota. Visual meteorological conditions prevailed and an instrument flight plan was filed.

The Captain reported the airplane was on the ABR ILS Rwy 31 approach at 600 feet above ground level when the airplane impacted a flock of snow geese. The Captain reported he decided to continue the approach for landing. Once on the ground the flight attendant informed the Captain there was a hole in the side of the airplane and that a passenger was injured. The Captain reported a doctor on board the airplane removed a piece of metal from the passenger's leg and administered first aid prior to the ambulance arriving.

The Captain reported, "When we looked at aircraft 402 it was pretty messed up. There were geese in both intakes, three holes in the side, prop blades with pieces missing out of them, a side window busted, both front windows hit and one wiper gone, the other broke off to the side, one gear was hit and one flap."

## Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	September 1, 2000
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5616 hours (Total, all aircraft), 1814 hours (Total, this make and model), 3074 hours (Pilot In Command, all aircraft), 132 hours (Last 90 days, all aircraft), 61 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Saab	<b>Registration:</b>	N402XJ
<b>Model/Series:</b>	340-B 340-B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	402
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	38
<b>Date/Type of Last Inspection:</b>	October 29, 2000 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	75 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	10191 Hrs	<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	CT7-9B
<b>Registered Owner:</b>	LAMBERT LEASING	<b>Rated Power:</b>	1750 Horsepower
<b>Operator:</b>	MESABA AVIATION, INC.	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	ABR ,1301 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	17:56 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 3000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MINNEAPOLIS (MSP )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	(ABF )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	22:45 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	ABERDEEN REGIONAL ABR	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1301 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	3 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 21 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 24 None	<b>Latitude, Longitude:</b>	45.460075,-98.479934(est)

## Administrative Information

Investigator In Charge (IIC):	Silliman, Jim
Additional Participating Persons:	DAN WALSH; RAPID CITY , SD
Original Publish Date:	October 23, 2001
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=50621">https://data.nts.gov/Docket?ProjectID=50621</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).