



National Transportation Safety Board Aviation Accident Final Report

Location:	HANCOCK, MI	Accident Number:	CHI00LA124
Date & Time:	04/25/2000, 0750 EST	Registration:	N404XJ
Aircraft:	Saab-Scania AB (Saab) SF-340B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	21 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

The first officer (flying pilot) reported that during the takeoff run, the captain noticed a group of about seven deer approaching the runway. The first officer aborted the takeoff; however, the airplane contacted two deer which ran onto the runway. The deer contacted the left engine/propeller which automatically shut down. The airplane then taxied to the gate without further incident. The collision occurred approximately 3,000 feet down the 6,501 foot runway just prior to the airplane reaching V1.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the deer which ran onto the runway and were subsequently struck by the airplane.

Findings

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

Findings

1. (C) OBJECT - ANIMAL(S)
2. ABORTED TAKEOFF - PERFORMED - COPILOT/SECOND PILOT

Factual Information

On April 25, 2000, at 0750 eastern daylight time, a Saab SF-340B, N404XJ, operated by Mesaba Airlines as Northwest Airlink flight 3233, collided with two deer during a takeoff ground run at the Houghton Memorial Airport, Hancock, Michigan. The Captain, First Officer, Flight Attendant, and 18 passengers were not injured. The airplane received substantial damage. The 14 CFR Part 121 flight was operating in visual meteorological conditions on and IFR flight plan.

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The collision occurred approximately 3,000 feet down the runway which was 6,501 feet long and 150 feet wide, just prior to the airplane reaching V1.

The operator reported the left engine gearbox was damaged. The engine compressor case was cracked 120 degrees around its circumference. Two propeller blades completely separated from the hub. The forward portion of the engine nacelle was twisted and the longerons which attach the nacelle to the wing were cracked.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	35, 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--w/ waivers/lim.	Last Medical Exam:	03/08/2000
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3543 hours (Total, all aircraft), 280 hours (Total, this make and model), 1500 hours (Pilot In Command, all aircraft), 103 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Saab-Scania AB (Saab)	Registration:	N404XJ
Model/Series:	SF-340B SF-340B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	404
Landing Gear Type:	Retractable - Tricycle	Seats:	40
Date/Type of Last Inspection:	04/05/2000, Continuous Airworthiness	Certified Max Gross Wt.:	29300 lbs
Time Since Last Inspection:	119 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	8863 Hours	Engine Manufacturer:	GE
ELT:	Installed, not activated	Engine Model/Series:	CT7-9B
Registered Owner:	MESABA AIRLINES	Rated Power:	1750 hp
Operator:	LAMBERT LEASING, INC.	Air Carrier Operating Certificate:	Flag carrier (121)
Operator Does Business As:	NORTHWEST AIRLINK	Operator Designator Code:	MALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CMX, 1095 ft msl	Observation Time:	0756 EST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	4°C / -11°C
Lowest Ceiling:	None / 0 ft agl	Visibility	30 Miles
Wind Speed/Gusts, Direction:	4 knots, 110°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	(CMX)	Type of Flight Plan Filed:	IFR
Destination:	MINNEAPOLIS, MN (MSP)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class C

Airport Information

Airport:	HOUGHTON CO. MEMORIAL (CMX)	Runway Surface Type:	Concrete
Airport Elevation:	1095 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	
Runway Length/Width:	6501 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	18 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	21 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PAMELA S SULLIVAN	Adopted Date:	05/17/2001
Additional Participating Persons:	ANSON L GRAY; GRAND RAPIDS, MI		
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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