



National Transportation Safety Board Aviation Accident Final Report

Location:	MILES CITY, MT	Accident Number:	SEA96LA038
Date & Time:	01/04/1996, 0745 MST	Registration:	N924WS
Aircraft:	BEECH B100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilots obtained a complete weather briefing for their IFR flight. Before landing at their destination, they attempted to obtain an airport advisory on Unicom, but received no response. They landed on the runway in low visibility with the runway lights visible. After touchdown, the left main landing gear contacted a berm or snowbank on the left side of the plowed area, and the pilots were unable to maintain directional control. The aircraft drifted off the left side of the runway and came to rest on a reverse heading. The runway, which was 100 feet in width, had been plowed to about 45.5 feet width along the centerline. No notams had been filed concerning the partially plowed condition of the runway. The second officer (commercial pilot) noted that during the weather briefing, the pilot-in-command had been advised of thin, loose snow on the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Failure of airport personnel to properly remove snow from the runway or issue an appropriate notam concerning the runway condition. Factors relating to the accident were: the low light condition at dawn, and the snowbank or berm that was left on the runway.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) LIGHT CONDITION - DAWN
 2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOWBANK
 3. (C) AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
 4. (C) NOTAMS - NOT ISSUED - AIRPORT PERSONNEL
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Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

5. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

On January 4, 1996, approximately 0745 mountain standard time, a Beech B100, N924WS, sustained substantial damage when it contacted a snow berm during landing rollout at Miles City, Montana. The airline transport pilot, commercial pilot, and three passengers on board the aircraft were not injured. The flight, conducted under 14 CFR 135 with an IFR clearance, had originated at Billings, Montana, about 0655. Instrument meteorological conditions prevailed at the time of the accident. There was no fire, and no report of the ELT actuating.

The pilot-in-command was occupying the right seat of the airplane at the time of the accident. The left seat was occupied by the commercial pilot. The pilot-in-command stated that the aircraft struck an 18 inch snow berm along the left side of the plowed area of the runway with the left main landing gear. The aircraft was pulled left off the runway, and the nose landing gear sheared as the aircraft left the runway.

The pilot stated that the left third of runway 2 was not plowed. According to police officers, 45.5 feet of the width of the runway had been plowed, with the debris collected in a berm on the left side of the plowed area. No notam had been filed concerning the partial plowing of the runway. The commercial pilot stated that during the weather briefing, the pilot-in-command had been advised of "'thin, loose snow' as a notam 'on the runway.'"

A Miles City police officer went to the scene of the accident and measured the plowed portion of the runway and the distance the aircraft travelled off the plowed runway. His diagram and report are attached. The average height of the berm was 17 inches, on both sides of the plowed area. The plowed width of the area was 55 feet at the time he arrived, however, he stated that the snowplow operator had gone out on the runway after the accident and plowed an additional width of the runway. The police officer ascertained that the width of the plowed runway available to the pilots at the time of the accident was 45.5 feet. The aircraft travelled about 260 feet before coming to a rest.

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	47, 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	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/31/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5251 hours (Total, all aircraft), 125 hours (Total, this make and model), 4024 hours (Pilot In Command, all aircraft), 103 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N924WS
Model/Series:	B100 B100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BE63
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	12/05/1995, Continuous Airworthiness	Certified Max Gross Wt.:	11800 lbs
Time Since Last Inspection:	34 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	9449 Hours	Engine Manufacturer:	Garrett
ELT:	Installed, not activated	Engine Model/Series:	TPE-331
Registered Owner:	WEST STAR AVIATION	Rated Power:	735 hp
Operator:	WEST STAR AVIATION	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	TIMBERLINE	Operator Designator Code:	WTXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	MLS, 2628 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0752 MST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Broken / 1900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-14° C / -17° C
Precipitation and Obscuration:			
Departure Point:	BILLINGS, MT (BIL)	Type of Flight Plan Filed:	IFR
Destination:	(MLS)	Type of Clearance:	IFR
Departure Time:	0645 MST	Type of Airspace:	Class C

Airport Information

Airport:	FRANK WILEY FIELD (MLS)	Runway Surface Type:	Asphalt
Airport Elevation:	2628 ft	Runway Surface Condition:	Snow--dry
Runway Used:	22	IFR Approach:	VOR
Runway Length/Width:	5580 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MICHAEL L STOCKHILL	Report Date:	06/06/1996
Additional Participating Persons:	KEN CONRAD; HELENA, MT		
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](#).