



# National Transportation Safety Board Aviation Accident Data Summary

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

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## 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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N924WS
<b>Model/Series:</b>	B100 B100	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	WEST STAR AVIATION	<b>Engine Manufacturer:</b>	Garrett
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	TPE-331
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>	MLS, 2628 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 1900 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 350°
<b>Temperature:</b>	-14° C	<b>Visibility</b>	1 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BILLINGS, MT (BIL)	<b>Destination:</b>	(MLS)

## Airport Information

<b>Airport:</b>	FRANK WILEY FIELD (MLS)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	22	<b>Runway Surface Condition:</b>	Snow--dry
<b>Runway Length/Width:</b>	5580 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): MICHAEL L STOCKHILL

Adopted Date: 06/06/1996

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](mailto: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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