



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PHILIPSBURG, PA	<b>Accident Number:</b>	BF093LA017
<b>Date &amp; Time:</b>	01/02/1993, 1530 EST	<b>Registration:</b>	N15141
<b>Aircraft:</b>	PIPER PA-28-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

DURING A TOUCH AND GO AT MID STATE AIRPORT, UPON TOUCH DOWN AND LOWERING OF THE AIRPLANE'S NOSE ON RUNWAY 24, THE STUDENT PILOT AND CFI NOTICED A SNOW BANK ACROSS THE RUNWAY AT THE INTERSECTION OF RUNWAY 16/34. THE CFI INSTRUCTED THE STUDENT TO TAKEOFF IMMEDIATELY. THE STUDENT APPLIED FULL TAKEOFF POWER, AND JUST AFTER LIFT OFF THEY HEARD A 'THUMP'. THE AIRPLANE'S LEFT MAIN GEAR IMPACTED THE SNOW BANK AND WAS TORN AWAY FROM THE AIRPLANE CAUSING SUBSTANTIAL DAMAGE TO THE HORIZONTAL STABILIZER AND LEFT WING AND FLAP. THE STUDENT AND CFI CONTINUED THE TAKEOFF AND RETURNED TO THEIR BASE AIRPORT WHERE A FLY BY WAS ACCOMPLISHED AND A DAMAGE ASSESSMENT WAS ACCOMPLISHED BY GROUND PERSONNEL. THE CFI MADE AN EMERGENCY LANDING AND THE AIRPLANE OCCUPANTS EXITED THE AIRPLANE WITH NO REPORTED INJURIES. THE CFI STATED THAT THEY DID FLY OVER MID STATE AIRPORT PRIOR TO LANDING AND THAT THEY DID NOT SEE ANYTHING ON THE RUNWAY. THE MANAGER OF MID STATE AIRPORT REPORTED THAT THE PERSON WHO SNOW PLOWED RUNWAY 16/34 WAS NEW TO THE AIRPORT AND WAS NOT AWARE THAT THE OTHER RUNWAY WAS IN USE, HENCE, DID NOT REMOVE THE PLOWED SNOW FROM THE INTERSECTING RUNWAY. THERE WERE NO NOTICES TO AIRMEN PUBLISHED CONCERNING A CLOSURE OF RUNWAY 24.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADEQUATE REMOVAL OF SNOW FROM THE RUNWAYS BY AIRPORT PERSONNEL AND THE PROCEDURES/DIRECTIVES FOR AIRPORT SNOW REMOVAL NOT UNDERSTOOD.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

### Findings

1. (F) TERRAIN CONDITION - SNOWBANK
2. (F) LANDING GEAR,MAIN GEAR - SHEARED
3. (C) AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
4. (F) PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - AIRPORT PERSONNEL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/31/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	778 hours (Total, all aircraft), 53 hours (Total, this make and model), 616 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N15141
<b>Model/Series:</b>	PA-28-180 PA-28-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28-7305027
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	11/20/1992, Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	68 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1880 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-A4A
<b>Registered Owner:</b>	LAWRENCE S. LEVINSON	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	LAWRENCE S. LEVINSON	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	UNV, 1504 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1556 EST	Direction from Accident Site:	1°
Lowest Cloud Condition:	Clear / 2000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1°C / -11°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	BELLEFONTE, PA (N96)	Type of Clearance:	None
Departure Time:	1530 EST	Type of Airspace:	Class G

## Airport Information

Airport:	MID STATE (PSB)	Runway Surface Type:	Asphalt
Airport Elevation:	1948 ft	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	5006 ft / 100 ft	VFR Approach/Landing:	Touch and Go

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	MARGARET B NAPOLITAN	Report Date:	10/13/1993
Additional Participating Persons:	AL GROFT; HARRISBURG, PA		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).