



National Transportation Safety Board Aviation Accident Final Report

Location:	CHESTERFIELD, MO	Accident Number:	CHI93LA101
Date & Time:	03/02/1993, 1830 CST	Registration:	N7257T
Aircraft:	BEECH 200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

THE PILOT STATED THE ILS APPROACH WAS '...UNEVENTFUL TO WITHIN 2 (FEET) OF TOUCHDOWN, WHEN WE ENCOUNTERED THICK FOG AND...COMPLETE WHITEOUT LOSING ALL FORWARD VISIBILITY AND COMPLETE RUNWAY ENVIRONMENT AT TOUCHDOWN.' THE AIRCRAFT TOUCHED DOWN LEFT OF THE RUNWAY CENTERLINE AND THE LEFT PROPELLER IMPACTED A SNOWBANK AT THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT VEERED OFF THE LEFT SIDE OF RUNWAY 8R (7,000' X 150') AND SKIDDED TO A STOP PERPENDICULAR TO AND FACING THE RUNWAY. A WEATHER OBSERVATION TAKEN 9 MINUTES AFTER THE ACCIDENT REVEALED TEMPERATURE AND DEW POINT WERE BOTH 41 DEGREES FAHRENHEIT, WITH VISIBILITY 3/16 MILE IN LIGHT DRIZZLE AND FOG.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL AFTER ENCOUNTERING WHITEOUT CONDITIONS IN THE LANDING FLARE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - WHITEOUT
2. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SNOWBANK
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - SNOWBANK
6. OBJECT - RUNWAY LIGHT

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	53, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	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 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/28/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	17000 hours (Total, all aircraft), 1800 hours (Total, this make and model), 16000 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7257T
Model/Series:	200 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB-1246
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	11/25/1992, Continuous Airworthiness	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	80 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	2386 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6-42
Registered Owner:	BUNGE CORPORATION	Rated Power:	850 hp
Operator:	BUNGE CORPORATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SUS, 461 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1839 CST	Direction from Accident Site:	260°
Lowest Cloud Condition:	Unknown / 200 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	5° C / 5° C
Precipitation and Obscuration:			
Departure Point:	DECATUR, AL (DCU)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1700 CST	Type of Airspace:	Class G

Airport Information

Airport:	SPIRIT OF ST. LOUIS (SUS)	Runway Surface Type:	Asphalt
Airport Elevation:	461 ft	Runway Surface Condition:	Wet
Runway Used:	8	IFR Approach:	ILS
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JODI L REEVES	Report Date:	11/15/1993
Additional Participating Persons:	TIM MOON; 2, MO CARL D'AGNESE; ST. LOUIS, MO		
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](#).