



National Transportation Safety Board Aviation Accident Data Summary

Location:	CHESTERFIELD, MO	Accident Number:	CHI93LA101
Date & Time:	03/02/1993, 1830 CST	Registration:	N7257T
Aircraft:	BEECH 200	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

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	53
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
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	Engines:	2 Turbo Prop
Operator:	BUNGE CORPORATION	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	None	Engine Model/Series:	PT6-42
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SUS, 461 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Obscured / 200 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 70°
Temperature:	5° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	DECATUR, AL (DCU)	Destination:	

Airport Information

Airport:	SPIRIT OF ST. LOUIS (SUS)	Runway Surface Type:	Asphalt
Runway Used:	8	Runway Surface Condition:	Wet
Runway Length/Width:	7000 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JODI L REEVES

Adopted Date: 11/15/1993

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.