



National Transportation Safety Board Aviation Accident Final Report

Location:	Rawlins, WY	Accident Number:	DEN04LA020
Date & Time:	11/01/2003, 0752 MST	Registration:	N787KL
Aircraft:	Fairchild Swearingen SA227BC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot noted, during the circling approach, that the runway was snow covered. During the landing roll, the airplane began to slide to the left. The pilot applied right rudder and reversed the right propeller. The airplane slid for approximately 1,900 feet and went off the left side of the runway. The airplane struck a snow bank, substantially damaging the airplane.

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 during the landing roll. Contributing factors include the pilot's improper in-flight planning/decision, the icy, snow covered runway and the snow bank.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. (F) TERRAIN CONDITION - ICY
 3. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. (F) TERRAIN CONDITION - SNOW COVERED
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

On November 1, 2003, at 0752 mountain standard time, a Fairchild Swearingen SA227BC, N787KL, operated by Key Lime Air, was substantially damaged after striking a snow bank while landing at Rawlins Municipal Airport (RWL), Rawlins, Wyoming. The commercial pilot, the sole occupant on board, was not injured. Instrument meteorological conditions prevailed. The non-scheduled domestic cargo flight was being conducted under the provisions of Title 14 CFR Part 135. An IFR flight plan had been filed for the flight that originated from Denver International Airport, Denver, Colorado, at approximately 0640.

According to the accident report submitted by the pilot, he was circling to land on runway 22 after executing the NDB-A approach. During the circling approach, the pilot noted that the runway was snow covered. During the landing roll, the airplane began to slide to the left. The pilot applied right rudder and reversed the right propeller. The airplane slid for approximately 1,900 feet and went off the left side of the runway. The airplane struck a snow bank, wrinkling and bending the airplane's nose section. An examination of the airplane's systems revealed no anomalies.

Pilot Information

Certificate:	Commercial	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/23/2003
Occupational Pilot:		Last Flight Review or Equivalent:	06/28/2003
Flight Time:	3372 hours (Total, all aircraft), 188 hours (Total, this make and model), 3203 hours (Pilot In Command, all aircraft), 178 hours (Last 90 days, all aircraft), 49 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Fairchild Swearingen	Registration:	N787KL
Model/Series:	SA227BC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BC-787B
Landing Gear Type:	Retractable - Tricycle	Seats:	3
Date/Type of Last Inspection:	08/07/2003, Continuous Airworthiness	Certified Max Gross Wt.:	14000 lbs
Time Since Last Inspection:	85 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	23941.3 Hours at time of accident	Engine Manufacturer:	Honeywell
ELT:	Installed, not activated	Engine Model/Series:	TPE-331-120HR
Registered Owner:	E.D.B. Air Inc	Rated Power:	1000 hp
Operator:	Key Lime Air	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	KY7A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RWL, 6813 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0653 MST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Thin Broken / 1900 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 6500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	-8° C / -11° C
Precipitation and Obscuration:			
Departure Point:	Denver, CO (APA)	Type of Flight Plan Filed:	IFR
Destination:	Rawlins, WY (RWL)	Type of Clearance:	IFR
Departure Time:	0640 MST	Type of Airspace:	Class E

Airport Information

Airport:	Rawlins Municipal Airport (RWL)	Runway Surface Type:	Asphalt
Airport Elevation:	6813 ft	Runway Surface Condition:	Ice; Snow--wet
Runway Used:	22	IFR Approach:	ADF/NDB
Runway Length/Width:	7008 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.805556, -107.199722

Administrative Information

Investigator In Charge (IIC):	James F Struhsaker	Report Date:	06/02/2004
Additional Participating Persons:	Robert Hardwick; FAA FSFO; Casper, WY		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.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](#).