



# Aviation Investigation Final Report

<b>Location:</b>	JACKSON, Wyoming	<b>Accident Number:</b>	DEN00LA036
<b>Date &amp; Time:</b>	January 4, 2000, 17:25 Local	<b>Registration:</b>	N895TT
<b>Aircraft:</b>	Beech B200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

While performing the ILS runway 18 approach to the airport, the pilot broke out of the clouds just above the decision height. He had the aircraft aligned with what he believed were the REILs (flashing white strobe lights that identify the end of the runway), but instead turned out to be the PAPI (four lights installed in a single row located on the left side of the runway). The airplane touched down on the left side between the runway and taxiway A, 2,200 feet from the threshold of the 6,299 foot runway. Upon touchdown, the nose landing gear collapsed. According to the Jackson Hole Airport Manager, the PAPI and REIL lighting systems for the runway were checked on the morning of and the morning following the accident. No discrepancies were observed, and the airport did not receive any reports from pilots or airport personnel that either system was inoperative.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot misreading the visual approach lighting system, resulting in his failure to maintain proper alignment with the runway and his selection of an improper touchdown point. Factors were the low ceiling weather conditions and the snow covered runway.

### Findings

Occurrence #1: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. (C) VASI - MISREAD - PILOT IN COMMAND
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND
4. (F) WEATHER CONDITION - LOW CEILING
5. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED

## Factual Information

On January 4, 2000, at 1725 mountain standard time, a Beech B200, N895TT, registered to and operated by Whipple Development Corp. of Charleston, South Carolina, was substantially damaged when the nose gear collapsed during landing touchdown at Jackson Hole Airport, Jackson, Wyoming. The private certificated instrument rated pilot and two passengers were not injured. Visual meteorological conditions prevailed, and an IFR flight plan was filed for the personal cross-country flight being conducted under Title 14 CFR Part 91. The flight originated from Grand Island, Nebraska, at 1520 central standard time.

According to the pilot, while approaching the Jackson Hole Airport, he was in instrument meteorological conditions and was number two for landing behind a Gulfstream. He listened to the airport's AWOS (Automated Weather Observing System) over the radio, and the weather was forecast to be one thousand foot overcast ceilings and one mile visibility. After performing one holding pattern, he was cleared for the ILS (Instrument Landing System) runway 18 approach. He stated that he broke out of the clouds "just above the decision height [6,745 feet above mean sea level; 300 feet above ground level], and had before me what I believed were the runway threshold lights." According to recorded weather observations, at 1715 and again at 1735, the ceilings were reported to be broken clouds at 200 feet with overcast clouds at 1,000 feet.

The pilot stated during the landing approach, it was dusk and the runway as well as the surrounding airport area were covered by snow. He aligned the aircraft with what he "believed was the runway end identifier lights (REILs). Because of the position of my aircraft, thirty feet to the left of the runway, the best I can determine at this time is that I must have mistaken the precision approach [path indicator] (PAPI) for the REILs, and this lead [sic] me to conclude that I was lined up with the runway and runway threshold." The airplane touched down on the left side between the runway and taxiway A, approximately 2,200 feet from the threshold of the 6,299 foot runway, and traveled an additional 347 feet before coming to rest. The nose landing gear collapsed, and the aircraft sustained damage to the nose landing gear box, radome and forward bulkhead, and both engines and propellers.

According to the FAA's Airport/Facility Directory, runway 18 is equipped with REILs and a PAPI-L (the L indicates that the PAPI is on the left side of the runway only). REIL's are two flashing white strobe lights, one located on each side of the runway, that identify the end of the runway. PAPI lights have four lights installed in a single row. If an aircraft is on the glide path, the two lights on the left of the PAPI will be white and the two lights on the right will be red. If all four lights are white, the aircraft is slightly high on the glide path. According to the Jackson Hole Airport Manager, the PAPI and REIL lighting systems for runway 18 were checked on the morning of and the morning following the accident. No discrepancies were observed, and the airport did not receive any reports from pilots or airport personnel that either system was

inoperative. There is no approach lighting system (ALS) installed on runway 18.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 11, 1998
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2605 hours (Total, all aircraft), 361 hours (Total, this make and model), 2475 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N895TT
<b>Model/Series:</b>	B200 B200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BB-1239
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	September 10, 1999 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	120 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	3238 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT-6-A-42
<b>Registered Owner:</b>	WHIPPLE DEVELOPMENT CORP.	<b>Rated Power:</b>	850 Horsepower
<b>Operator:</b>	EDWARD L. TERRY	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	JAC ,6445 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	17:15 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	1 miles
<b>Lowest Ceiling:</b>	Broken / 200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	-5°C / -6°C
<b>Precipitation and Obscuration:</b>	N/A - Blowing - Snow		
<b>Departure Point:</b>	GRAND ISLAND , NE (GRI)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	(JAC)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	15:20 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	JACKSON HOLE AIRPORT JAC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6445 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>	6299 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	43.470741,-110.759208(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, B. beach
<b>Additional Participating Persons:</b>	OWEN R JONES; CASPER , WY
<b>Original Publish Date:</b>	November 29, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=48434">https://data.nts.gov/Docket?ProjectID=48434</a>

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