



Aviation Investigation Final Report

Location:	Ogdensburg, New York	Accident Number:	NYC06LA011
Date & Time:	October 16, 2005, 23:20 Local	Registration:	N144ZV
Aircraft:	Beech 1900D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

During a takeoff roll at night, while the airplane was above 80 knots and below V1, the nosegear struck a coyote, and collapsed. The flightcrew successfully aborted the takeoff; however, the airplane sustained substantial damage when it impacted the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A collision with a coyote during the takeoff roll, which resulted in a nosegear collapse and subsequent impact with the runway. A factor was the nighttime condition.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) OBJECT - ANIMAL(S)
2. (F) LIGHT CONDITION - NIGHT

Occurrence #2: GEAR COLLAPSED
Phase of Operation: TAKEOFF - ROLL/RUN

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

3. TERRAIN CONDITION - RUNWAY

Factual Information

On October 16, 2005, about 2320 eastern daylight time, a Beech 1900D, N144ZV, operated by Air Midwest Inc. as flight 4655 (d.b.a. US Airways Express), was substantially damaged during a takeoff roll at Ogdensburg International Airport (OGS), Ogdensburg, New York. The certificated airline transport pilot, certificated commercial pilot, and passenger were not injured. Night visual meteorological conditions prevailed for the flight destined to Massena International Airport (MSS), Massena, New York. An instrument flight rules flight plan was filed for the air carrier flight conducted under 14 CFR Part 121.

During the takeoff roll, while the airplane was above 80 knots and below V1, the nosegear struck a coyote. The flightcrew successfully aborted the takeoff; however, the airplane sustained substantial damage as a result of a nosegear collapse and subsequent impact with the runway.

The reported weather at OGS, at 2325, was: wind from 300 degrees at 13 knots, gusting to 20 knots; visibility 10 miles; overcast ceiling at 2,600 feet; temperature 46 degrees F; dew point 37 degrees F; altimeter 29.65 inches Hg.

Pilot Information

Certificate:	Airline transport	Age:	26, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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 1 With waivers/limitations	Last FAA Medical Exam:	May 1, 2005
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 1, 2005
Flight Time:	3700 hours (Total, all aircraft), 1015 hours (Total, this make and model), 3260 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Commercial; Flight instructor	Age:	33, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 1, 2005
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 1, 2005
Flight Time:	3500 hours (Total, all aircraft), 1400 hours (Total, this make and model), 1936 hours (Pilot In Command, all aircraft), 174 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:	Beech	Registration:	N144ZV
Model/Series:	1900D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	UE-144
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	Continuous airworthiness	Certified Max Gross Wt.:	17120 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6A-67D
Registered Owner:	AIR MIDWEST INC	Rated Power:	1279 Horsepower
Operator:		Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:	US Airways Express	Operator Designator Code:	AMWA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	OGS,297 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	23:25 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 2600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.64 inches Hg	Temperature/Dew Point:	8°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ogdensburg, NY (OGS)	Type of Flight Plan Filed:	IFR
Destination:	Massena, NY (MSS)	Type of Clearance:	IFR
Departure Time:	23:20 Local	Type of Airspace:	

Airport Information

Airport:	Ogdensburg International Airpo OGS	Runway Surface Type:	Asphalt
Airport Elevation:	297 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5200 ft / 150 ft	VFR Approach/Landing:	None

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:	44.681945,-75.465553

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Joseph A Yacko; FAA FSDO; Albany, NY
Original Publish Date:	October 3, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62687

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).