



NATIONAL TRANSPORTATION SAFETY BOARD

**Office of Aviation Safety
Western Pacific Region**

AIRPORT INFORMATION

**NTSB Accident: WPR17LA064
Accident Date: February 23, 2017**

This document contains 5 embedded images

A. ACCIDENT

Location: Stevensville, MT
Date: February 23, 2017
Aircraft: Beech A36TC, N3803J, Serial # EA-171
NTSB IIC: Michael Huhn

B. SUMMARY

On February 23, 2017, about 1300 Mountain standard time, a Beechcraft A36TC, N3803J, was substantially damaged when it impacted terrain shortly after takeoff from Stevensville Airport (32S), Stevensville, Montana. The private pilot and his passenger received minor injuries. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed.

The pilot attempted the takeoff from runway 12, which sloped up at a nearly constant 1.94 % in that direction.

During the period from 1255 to 1301, the winds were recorded as being from 340 and 350 degrees, between 9 and 12 knots, with numerous gusts to 16 knots.

C. RUNWAY SLOPE INFORMATION

The Google Earth imaging program was used to determine runway elevation values at 500 ft increments along the runway in the takeoff direction, and the slope values were computed from those elevation values, as shown below:

Point	Dist (ft)	Elev (ft)		segment rise/run	Net rise/run
12 (NW) end	0	3540			
	500	3549		0.018	0.0180
	1000	3560		0.022	0.0200
	1500	3567		0.014	0.0180
	2000	3579		0.024	0.0195
	2500	3590		0.022	0.0200
	3000	3601		0.022	0.0203
	3500	3609		0.016	0.0197
30 (SE) end	3805	3614		0.01	0.0194
				AVG	0.019448095

D. OVERALL AIRPORT LAYOUT



Figure 1 - Airport

E. WIND SENSOR INFORMATION

The wind speed and direction sensor was located near the approach end of runway 12. The sensor about 300 feet northeast of the runway centerline, and about 100 feet along the runway 12 axis. The sensor was mounted on a mast about 10 feet high, on moderately flat, open terrain with no nearby obstructions.

A wind sock, which the pilot stated he referenced during his taxi-out, was situated about 400 feet northeast the runway centerline, and about 1,500 feet along the runway 12 axis. The windsock was about 100 ft west-southwest of a hangar. It was mounted on a pole about 20 ft high.



Figure 2 - Weather Sensor



Figure 3 - Weather Sensor



Figure 4 - Weather Sensor



Figure 5 - Wind Sock