



National Transportation Safety Board Aviation Accident Data Summary

Location:	ARDMORE, OK	Accident Number:	FTW95FA129
Date & Time:	03/02/1995, 0815 CST	Registration:	N9448B
Aircraft:	CESSNA 208B	Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

STRUCTURAL ICE ACCUMULATED ON THE AIRPLANE AT A RAPID RATE WHILE THE PILOT WAS EXECUTING A PROCEDURE TURN DURING AN NDB APPROACH TO HIS DESTINATION AIRPORT. THE PILOT APPLIED MAXIMUM AVAILABLE POWER BUT WAS UNABLE TO ARREST THE RATE OF DESCENT. THE PILOT MAINTAINED 110 KNOTS DURING THE APPROACH AND AFTER BREAKING OUT INTO VISUAL CONDITIONS ELECTED TO PERFORM A FORCED LANDING IN AN OPEN FIELD 2 MILES SHORT OF THE DESTINATION AIRPORT. THE PILOT WAS UNABLE TO ARREST HIS DESCENT AND THE AIRPLANE IMPACTED THE GROUND IN A 5 DEGREE NOSE DOWN ATTITUDE. THE PILOT ALSO STATED THAT HIS FORWARD VISIBILITY WAS COMPLETELY OBSCURED BY THE ACCUMULATION OF CLEAR ICE ON THE WINDSHIELD. THE AIRPORT MANAGER INFORMED THE PILOT THAT FREEZING DRIZZLE WAS PRESENT AT THE AIRPORT WHEN THE PILOT CALLED THE UNICOM DURING THE INITIAL PORTION OF THE INSTRUMENT APPROACH.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S CONTINUED FLIGHT INTO ADVERSE WEATHER CONDITIONS. FACTORS WERE THE ICING CONDITIONS PREVAILING AT THE DESTINATION AIRPORT, AND THE PILOT'S INABILITY TO MAINTAIN VISUAL LOOKOUT DUE TO WINDSHIELD ICING.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
 2. (F) WEATHER CONDITION - DRIZZLE/MIST
 3. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 4. AIRFRAME - ICE
 5. (F) LEVEL OFF - NOT POSSIBLE - PILOT IN COMMAND
 6. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE
 7. (F) VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
 8. AIRCRAFT/EQUIPMENT INADEQUATE - MANUFACTURER
-

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

9. FLARE - NOT POSSIBLE - PILOT IN COMMAND

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	31
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	4374 hours (Total, all aircraft), 2065 hours (Total, this make and model), 4110 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9448B
Model/Series:	208B 208B	Engines:	1 Turbo Prop
Operator:	MARTINAIRE INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	PT6A-114
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Overcast / 700 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / ,
Temperature:	-3° C	Visibility	1.75 Miles
Precipitation and Obscuration:			
Departure Point:	TULSA, OK (TUL)	Destination:	(1F0)

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): HECTOR R CASANOVA Adopted Date: 11/30/1995

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.