



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	OWENSBORO, KY	<b>Accident Number:</b>	BFO93LA039
<b>Date &amp; Time:</b>	03/02/1993, 1942 CST	<b>Registration:</b>	N26CP
<b>Aircraft:</b>	CESSNA 335	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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## Analysis

THE PILOT REPORTED THAT HE EXECUTED THE ILS APPROACH TO RUNWAY 35. THE RUNWAY WAS 6499 FEET LONG AND 150 FEET WIDE. HE SAID HE DESCENDED TO ABOUT 550 FEET ABOVE THE GROUND ON HIS APPROACH AND SAW THE RUNWAY LIGHTS. HE STATED THAT DURING THE LANDING ROLL, HE LOST SIGHT OF THE RUNWAY LIGHTS DUE TO FOG. ACCORDING TO THE FAA, IT WAS A DARK NIGHT WITH LOW LEVEL FOG AND HAZE. MOST OF THE RUNWAY HAD BEEN CLEARED, BUT SNOW REMAINED NEAR THE EDGES. THE LEFT SIDE WAS COVERED WITH SNOW FROM ABOUT 6 TO 14 FEET FROM THE LEFT EDGE. THE AIRPLANE ENCOUNTERED SNOW ON THE LEFT SIDE, WHERE SNOW ON AND ADJACENT TO THE RUNWAY WAS ABOUT 12 FEET WIDE. APPROACHING THE INTERSECTION WITH RUNWAY 5/23, THERE WAS A SNOWBANK ON THE LEFT EDGE THAT OBSCURED THE RUNWAY LIGHTS. AT THE INTERSECTION, THE SNOWBANK ROSE TO ABOUT 6 FEET TALL AND EXTENDED ABOUT 12 FEET ONTO THE RUNWAY 35. THE LEFT NACELLE STRUCK THE SNOWBANK, WHICH SPUN THE AIRCRAFT AND SHEARED OFF THE LANDING GEAR.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF AIRPORT PERSONNEL TO REPORT THE RUNWAY CONDITION BY NOTAM WHEN AIRPORT SNOW REMOVAL PERSONNEL LEFT SNOW PILED ON THE EDGES OF THE RUNWAY. FACTORS RELATED TO THE ACCIDENT WERE: DARK NIGHT, FOG, AND THE SNOWBANK.

## Findings

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

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. (F) AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
4. (F) TERRAIN CONDITION - SNOWBANK
5. (C) NOTAMS - NOT ISSUED - AIRPORT PERSONNEL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-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 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/23/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5000 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N26CP
<b>Model/Series:</b>	335 335	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	335-0014
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	01/02/2000, Unknown	<b>Certified Max Gross Wt.:</b>	4500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520-EB
<b>Registered Owner:</b>	RICHARD N ANDERSON	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	RICHARD N ANDERSON	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	OWB, 1 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2047 CST	Direction from Accident Site:	1°
Lowest Cloud Condition:	Unknown / 100 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:	LEXINGTON, KY (LEX)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

## Airport Information

Airport:	OWENSBORO-DAVISS CO (OWB)	Runway Surface Type:	Concrete
Airport Elevation:	407 ft	Runway Surface Condition:	Slush covered; Snow--wet; Wet
Runway Used:	35	IFR Approach:	ILS
Runway Length/Width:	6499 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	BEVERLEY JOHNSON	Report Date:	02/06/1996
Additional Participating Persons:	JOE KEATING; LOUISVILLE, KY		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).