



National Transportation Safety Board Aviation Accident Final Report

Location:	TAOS, NM	Accident Number:	DEN91FA048
Date & Time:	03/01/1991, 2141 MST	Registration:	N761MU
Aircraft:	CESSNA T210M	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRCRAFT WAS DEICED WITH PURE ETHYLENE GLYCOL AT ROOM TEMPERATURE AND THEN DEPARTED ON AN IFR FLIGHT IN FREEZING RAIN AND SNOW WITH A TEMPERATURE/DEW POINT OF 33/31. DEPARTURE INSTRUCTIONS WERE FOR A RIGHT TURN TO THE NORTH FOLLOWING TAKEOFF AND DIRECT TO THE VOR. THE AIRCRAFT WAS FOUND NINE HOURS AFTER DEPARTING, SCATTERED IN A FIELD, 1.5 MILES NORTH OF THE AIRPORT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DECISION TO INITIATE FLIGHT INTO FREEZING RAIN WHICH RESULTED IN STRUCTURAL ICING THAT EXCEEDED THE ABILITY OF THE AIRCRAFT TO MAINTAIN FLIGHT. A FACTOR WAS: IMPROPER DEICING.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) WEATHER CONDITION - ICING CONDITIONS
2. (F) ICE/FROST REMOVAL FROM AIRCRAFT - IMPROPER - GROUND PERSONNEL

Factual Information

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/11/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4350 hours (Total, all aircraft), 1250 hours (Total, this make and model), 3575 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N761MU
Model/Series:	T210M T210M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	210-62371
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4016 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	TSIO-520-M
Registered Owner:	NEW MEXICO FLYING SERVICE	Rated Power:	310 hp
Operator:	NEW MEXICO FLYING SERVICE	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	B&M ENTERPRISES	Operator Designator Code:	GNXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	SKX, 7091 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	2156 MST	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 300 ft agl	Visibility	4 Miles
Lowest Ceiling:	Overcast / 900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -1°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	ALBUQUERQUE, NM (ABQ)	Type of Clearance:	IFR
Departure Time:	2139 MST	Type of Airspace:	

Airport Information

Airport:	TAOS MUNICIPAL (SKX)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	NORMAN F WIEMEYER	Report Date:	05/05/1993
Additional Participating Persons:	DALE HORNER; ALBUQUERQUE, NM JOHN SAUNDER; ALBUQUERQUE, NM MIKE GRIMES; MOBILE, AL CLAUDE UNDERWOOD; WICHITA, KS		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).