



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	OAK GROVE, PA	<b>Accident Number:</b>	MIA89MA023
<b>Date &amp; Time:</b>	11/02/1988, 1013 EST	<b>Registration:</b>	N44
<b>Aircraft:</b>	ROCKWELL 1121A	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

ACFT ENTERED AN AREA OF FCST MOD ICING. ICE DETECTION SYS HAD BEEN INTRMTLY INOP. THE ACFT ENTERED HOLDING IN ICING CONDWHILE CKG FLT INSP EQUIP. EVIDENCE INDICATED CREW NOTED ICE ACCRETION, ACTIVATED SURFACE DE-ICE SYS, ICE BROKE LOOSE AND ENTERED ENG INTAKES. BOTH ENGS FLAMED OUT. DRG EMERG DESCENT CREW INIT RE-STARTS, BUT NEITHER ENG WOULD SUSTAIN PWR. CREW RQSTD VECTORS TO MORE DISTANT AIRPORT. BOTH PLTS WERE SEEN DRINKING PREV NIGHT. C/P HAD RECENTLY LOST DRIVERS LICENSE FOR DUI. CAPT HAD DECIDED TO RETIRE THAT DAY. C/P HAD WORKED IN FLT OPS 3 DAYS IN 8 WKS AND HAD LMTD TRNG IN FLTINSPECTION. BOTH PLTS HAD PERSONAL STRESSES WHICH MAY HAVE INFLUENCED PERFORMANCE. CAPT'S CONTAMINATED THORACIC BLOOD REVEALED 0.057% ALCOHOL. PUTRIFICATION WOULD ACCT FOR PART OF ALCOHOL LEVEL. C/P HAD TRACE ALCOHOL IN URINE ONLY. BOTH ENGS SHOWED COMPRESSOR FOD CONSISTENT WITH ICE INGESTION. NO OTHER ACFT SYS OR ENG MALFUNCTION FOUND.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT IN COMMAND TO OBSERVE THE RAPID ACCRETION OF ICE ON THE AIRPLANE DUE TO HIS ATTENTION BEING DIVERTED.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: MANEUVERING - HOLDING(IFR)

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - DELAYED - PILOT IN COMMAND
3. (F) INATTENTIVE - PILOT IN COMMAND
4. (F) PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
5. (F) PSYCHOLOGICAL CONDITION - COPILOT/SECOND PILOT
6. (F) INADEQUATE INITIAL TRAINING - COPILOT/SECOND PILOT
7. INADEQUATE SURVEILLANCE, INSUFFICIENT STAFF - FAA(ORGANIZATION)

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: MANEUVERING - HOLDING(IFR)

### Findings

8. (F) FUSELAGE - ICE

- 9. ICE/FROST REMOVAL FROM AIRCRAFT - PERFORMED
- 10. (C) COMPRESSOR ASSEMBLY, BLADE - FOREIGN OBJECT DAMAGE

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
 Phase of Operation: DESCENT - EMERGENCY

Findings

- 11. OBJECT - TREE(S)

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	16957 hours (Total, all aircraft), 4428 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 94 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROCKWELL	<b>Registration:</b>	N44
<b>Model/Series:</b>	1121A 1121A	<b>Engines:</b>	2 Turbo Jet
<b>Operator:</b>	FEDERAL AVIATION ADMIN.	<b>Engine Manufacturer:</b>	GE
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	CJ-610-5
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LBE, 1185 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 250°
<b>Temperature:</b>	4° C	<b>Visibility</b>	6 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	PITTSBURGH, PA (AGC)	<b>Destination:</b>	LATROBE, PA (LBE)

### Airport Information

<b>Airport:</b>	WESTMORELAND CO. (LBE)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	23	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	5501 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	3 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground

Latitude, Longitude:

## Administrative Information

Investigator In Charge (IIC): ANDREW A ALSTON      Adopted Date: 01/16/1990

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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