



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Dodge City, KS	<b>Accident Number:</b>	CEN10LA068
<b>Date &amp; Time:</b>	12/06/2009, 1415 CST	<b>Registration:</b>	N108L
<b>Aircraft:</b>	BEECH V35	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot stated that the pitot heat system was working during preflight. He obtained a full weather briefing from flight service, and checked the weather via the internet before departing. While airborne at 6,000 feet to 6,500 feet mean sea level he encountered instrument meteorological conditions and turned on the pitot heat. Sometime later, the airplane encountered moderate icing conditions. The airspeed indicator stopped working and the pilot diverted from his route of flight to an alternate airport. While over the runway on landing approach, the airplane stalled and landed hard, substantially damaging the airplane. Ice was found at the impact site, on the airplanes surfaces, and in the pitot tube. Inspection of the pitot tube revealed the pitot heat was not functioning at the pitot tube. On the day of the accident there were two AIRMETs for moderate icing in effect for the pilot's route of flight and altitude. The pilot could not recall being informed of the icing conditions during his weather briefing and his briefing from flight service could not be located.

## Flight Events

Enroute-cruise - Other weather encounter  
Enroute-cruise - Structural icing  
Enroute-cruise - Sys/Comp malf/fail (non-power)  
Enroute-cruise - Flight instrument malf/fail  
Approach-IFR final approach - Aerodynamic stall/spin

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The failure of the pitot heat system in icing conditions resulting in an inoperative airspeed indicator which led to an inadvertant stall while on final approach. Contributing to the accident was the pilot's decision to fly into known icing conditions.

## Findings

Aircraft-Aircraft systems-Ice/rain protection system-Pitot/static anti-ice-Failure - C  
Aircraft-Aircraft systems-Indicating/recording systems-Indep instrument (clock, etc)-Inoperative  
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Attain/maintain not possible  
Personnel issues-Action/decision-Info processing/decision-(general)-Pilot - F  
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to structural icing-Effect on equipment

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	77
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	9926 hours (Total, all aircraft), 7157 hours (Total, this make and model), 9827 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	BEECH	<b>Registration:</b>	N108L
<b>Model/Series:</b>	V35	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BLADOW HARRY E	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO 520 SERIES
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	DDC, 2594 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Lowest Ceiling:</b>	Overcast / 500 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	15 knots, 350°
<b>Temperature:</b>	-7° C / -8° C	<b>Visibility</b>	2 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Minneapolis, MN (ANE)	<b>Destination:</b>	Dalhart, TX (DHT)

## Airport Information

<b>Airport:</b>	Dodge City Regional Airport (DDC)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	14	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	6899 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daniel Baker	<b>Adopted Date:</b>	07/22/2010
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75144">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75144</a>		

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