



National Transportation Safety Board Aviation Accident Data Summary

Location:	Elk City, OK	Accident Number:	CEN14LA129
Date & Time:	02/03/2014, 2300 CST	Registration:	N61YP
Aircraft:	CESSNA 525	Injuries:	7 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The airline transport pilot was conducting a business flight with six passengers on board. Radar data showed that, after crossing the final approach fix for an instrument approach at the destination airport, the airplane descended below the minimum descent altitude (MDA) of 2,480 ft mean sea level (msl); dark night, instrument meteorological conditions existed at that time. Subsequently, when the airplane was about 2 miles from the airport and about 2,070 ft msl, the airplane impacted a utility pole, which was 10 ft above ground level (agl). After impacting the pole, the pilot executed a missed approach, and about 40 minutes later, he landed the airplane without further incident at another airport. On-scene examination showed that the impact had scattered debris from the separated utility pole for about 200 ft into a snow-covered field. Examination of the airplane revealed that the impact resulted in substantial damage to the nose structure, lower and upper fuselage, and horizontal stabilizer. Further examinations of the airplane, including its static system, both altimeters, both vertical speed indicators, and the radar altimeter system revealed no evidence of preaccident mechanical malfunctions or failures that would have precluded normal operation.

The pilot reported that he thought he had leveled the airplane at an altitude above the MDA and that at no time during the descent and approach did the airplane's radar altimeter sound an alert indicating that the airplane was below 400 ft agl radar altitude. He also reported that he never saw the terrain, any obstructions, nor the runway lights or airport environment. Despite the pilot's statement, given the radar data and the impact evidence, it is apparent that he descended the airplane below the MDA, which resulted in the subsequent impact with the utility pole. It could not be determined why the radar altimeter did not alert the pilot that the airplane was only 10 ft above the ground.

The pilot's second-class medical certificate, which had been issued more than 20 months before the accident, had expired. The medical certificate limitation section in the expired certificate stated, "Not valid for night flying or by color signal control." There is no evidence that these restrictions contributed to the accident.

Flight Events

- Approach-IFR final approach - Altitude deviation
- Approach-IFR final approach - Controlled flight into terr/obj (CFIT)
- Approach-IFR final approach - Part(s) separation from AC

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's descent below the published minimum descent altitude for the instrument approach procedure, which resulted in impact with a utility pole.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C

Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Not specified

Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low ceiling-Not specified

Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Low visibility-Not specified

Pilot Information

Certificate:	Airline Transport	Age:	51
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 21550 hours (Total, all aircraft), 592 hours (Total, this make and model), 21250 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N61YP
Model/Series:	525	Engines:	2 Turbo Fan
Operator:	BRINK CONSTRUCTORS, INC	Engine Manufacturer:	WILLIAMS
Air Carrier Operating Certificate:	None	Engine Model/Series:	FJ 44-1A
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KELK, 2002 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Instrument Conditions	Lowest Ceiling:	Overcast / 500 ft agl
Condition of Light:	Night/Dark	Wind Speed/Gusts, Direction:	4 knots, 130°
Temperature:	-1°C / -1°C	Visibility	4 Miles
Precipitation and Obscuration:	Light - Freezing - Unknown Precipitation; Mist		
Departure Point:	Rapid City, SD (RAP)	Destination:	Elk City, OK (ELK)

Airport Information

Airport:	ELK CITY RGNL BUSINESS (ELK)	Runway Surface Type:	Concrete
Runway Used:	17	Runway Surface Condition:	Ice; Wet
Runway Length/Width:	5399 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Thomas Latson	Adopted Date:	04/04/2016
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88766		

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