



National Transportation Safety Board Aviation Accident Data Summary

Location:	Andrews, TX	Accident Number:	CEN15LA137
Date & Time:	02/05/2015, 0048 CST	Registration:	N29AC
Aircraft:	BEECH A36	Injuries:	2 Serious, 2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot was conducting a personal cross-country flight. Before departure, the pilot received a weather briefing, which called for icing conditions below 12,000 ft for an area that encompassed the destination airport. The pilot reported that he contacted the air route traffic controller to request an area navigation global positioning system (RNAV GPS) approach. Before initiating the approach, the pilot listened to the destination airport's current automated weather observation. After the controller cleared the approach, the airplane descended through a 200- to 300-ft-thick cloud layer and then broke out of the clouds about 700 to 800 ft above ground level with the runway in sight. The airplane was descending a little more quickly than desired, so the pilot added full power, and, even though the engine sounded fine, the descent rate continued. The airplane contacted the ground about 3,000 ft short of the runway, less than 1 minute from the time it descended out of the clouds. An on-scene examination of the airplane revealed 1/4- to 1/2-inch-thick ice on the leading edge of the wings, vertical stabilizer, horizontal stabilizer, windscreen, and several antennas on the fuselage.

The air traffic controller did not verify, as required, that the pilot had the current local weather information so verification by the controller likely would not have affected the pilot's decision to land at the destination airport. Further, although the controller did not solicit nor distribute a pilot report to the accident pilot or the pilot in the airplane that landed just before the accident airplane, the pilot had received information in his weather briefing indicating that icing was possible in the area.

Flight Events

Approach-IFR final approach - Loss of control in flight

Approach-IFR final approach - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to note that icing conditions existed in the airport area despite having received that information in a preflight briefing, which resulted in his flight into an area of icing and the subsequent loss of airplane control due to ice accumulation on the airplane.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-(general)-Not attained/maintained - C

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

Personnel issues-Psychological-Attention/monitoring-Attention-Pilot - C

Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to structural icing-Awareness of condition - C

Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to structural icing-Effect on operation - C

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	42
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Single-engine; Helicopter; Instrument Airplane
Flight Time:	3200 hours (Total, all aircraft), 51 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N29AC
Model/Series:	A36	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-520
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	E11, 3174 ft msl	Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 700 ft agl
Condition of Light:	Night	Wind Speed/Gusts, Direction:	11 knots, 10°
Temperature:	-1 °C / -2 °C	Visibility	5 Miles
Precipitation and Obscuration:	Mist		
Departure Point:	Los Lunas, NM (E98)	Destination:	Andrews, TX (E11)

Airport Information

Airport:	Andrews County Airport (E11)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Unknown
Runway Length/Width:	5816 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown

Administrative Information

Investigator In Charge (IIC): Pamela S Sullivan Adopted Date: 06/01/2016

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90694>

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