



National Transportation Safety Board Aviation Accident Data Summary

| | | | |
|--------------------------------|---|-------------------------|------------|
| Location: | LUBBOCK, TX | Accident Number: | FTW95FA094 |
| Date & Time: | 01/18/1995, 0903 CST | Registration: | N9461R |
| Aircraft: | CESSNA 208B | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Non-scheduled | | |

Analysis

DURING THE NIGHT BEFORE THE ACCIDENT, FREEZING RAIN FOLLOWED LATER BY SNOW, FELL ON THE RAMP WHERE THE AIRPLANE WAS PARKED. A WITNESS REPORTED THAT WHILE ASSISTING THE PILOT IN REMOVING SNOW FROM THE AIRPLANE, HE NOTED THAT 80% OF THE WING WAS COVERED WITH A COARSE LAYER OF ICE, FROM 1/16 TO 3/16 IN THICKNESS, THAT WAS NOT REMOVED BEFORE FLIGHT. AFTER THE ACCIDENT, A FIREMAN FROM THE CITY OF LUBBOCK FIRE DEPARTMENT NOTED ICE ON THE WING APPROXIMATELY 1/16TH OF AN INCH THICK THAT HAD A ROUGH TEXTURE THAT LOOKED AS IF DEPOSITED BY FREEZING RAIN. THE PILOT REPORTED THAT SHORTLY AFTER TAKE OFF SHE HEARD A POWER DECREASE AND FELT SURGES IN THE AIRCRAFT. THE PILOT THEN LOOKED FOR A PLACE TO LAND. A DETAILED EXAMINATION OF THE ENGINE REVELED NO MECHANICAL DEFICIENCIES.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO REMOVE ICE FROM THE AIRFRAME PRIOR TO TAKEOFF. FACTORS WERE FREEZING RAIN THE NIGHT BEFORE AND THE PILOTS' INCOMPLETE PREFLIGHT INSPECTION.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - FREEZING RAIN
2. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

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

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|--|
| Certificate: | Airline Transport; Flight Instructor; Commercial | Age: | 38 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane |
| Flight Time: | 2542 hours (Total, all aircraft), 514 hours (Total, this make and model), 2307 hours (Pilot In Command, all aircraft), 114 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---------------------------------------|---|-----------------------------|--------------|
| Aircraft Make: | CESSNA | Registration: | N9461R |
| Model/Series: | 208B 208B | Engines: | 1 Turbo Prop |
| Operator: | MARTINAIRE, INC. | Engine Manufacturer: | P&W |
| Operating Certificate(s) Held: | On-demand Air Taxi (135) | Engine Model/Series: | PT6A-114 |
| Flight Conducted Under: | Part 135: Air Taxi & Commuter - Non-scheduled | | |

Meteorological Information and Flight Plan

| | | | |
|---|------------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Instrument Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | LBB, 3256 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Overcast / 2200 ft agl | Wind Speed/Gusts, Direction: | 7 knots / , 340° |
| Temperature: | 0° C | Visibility | 1.5 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | , TX (LBB) | Destination: | MIDLAND, TX (MAF) |

Wreckage and Impact Information

| | | | |
|-----------------------------|---------|----------------------------|-----------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Destroyed |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | | | |

Administrative Information

| | | | |
|--------------------------------------|--|----------------------|------------|
| Investigator In Charge (IIC): | JAMES F STRUHSAKER | Adopted Date: | 09/24/1995 |
| 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 pubin@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.