
MEMORANDUM OF TELEPHONE CONVERSATION

CONVERSATION WITH: STEVE CIRINO

SUBJECT: CEN09FA099

DATE: JANUARY 1, 2009

TIME: 1345 CENTRAL STANDARD TIME

Steve Cirino stated he and another pilot departed Akron, Ohio, flying a Cessna 421 en route to Lafayette, Indiana, (LAF) about two hours prior to their return. At the time of their departure, the weather was "beautiful" with a sky condition of thin overcast about 6,000 - 8,000 feet mean sea level (MSL), visibility of 10 miles, no precipitation, and no icing. The outside air temperature was about 35 degrees Fahrenheit (F) and at 6,000 - 8,000 feet it was about 10 degrees F. While en route, there were "huge" headwinds.

During their return to Akron, Ohio, near DALTS intersection, he began to see a solid layer of clouds with ragged and scattered tops about 5,000 feet MSL. The forecast called for scattered clouds and visual flight rule conditions. The airplane airspeed was about 180 knots while en route. About 3,500 - 4,000 feet MSL, the cloud condition was "solid." The airplane airspeed near the airport traffic pattern was slowed to 150 knots. About 3,500 feet MSL and below they began getting ice "right away." They received radar vectors for the ILS 23 approach at an altitude that initially was 4,000 feet MSL and decreased to 3,000 feet MSL. The airplane approach speed was 120 knots. During the approach, they never received glide slope or outer marker indications but did receive localizer indications. He said the localizer signal was "fine." They then flew over the airport and requested radar vectors for another approach and asked air traffic control if they could expedite the approach because they were picking up a lot of ice. They never descended below 3,000 feet MSL. He did not remember what the indicated temperature was at 3,000 feet MSL. He described the ice accumulation, which began as light ice, as moderate rime ice. He said that the landing gear did not want to retract and heard the landing gear motor labor due to what he attributed as ice accumulation of the landing gear doors. The airplane airspeed during the approach was 120 knots and required "a bunch" of power (22 inches of manifold pressure) to maintain that airspeed, which normally would have been 140 knots with that power setting. He said about 8 minutes elapsed until they began an approach to runway 1. The ceiling was 500-600 feet AGL and 2-3 miles visibility. They disengaged the autopilot, which had been used to fly the approach, about 200 feet AGL. About 15 feet above runway 1, they reduced engine power and the airplane landed hard due to the amount of ice accumulation on the airplane. He said that 20-25 minutes of flight time elapsed from DALTS to landing. There was about 1-2 inches of ice on the unprotected areas of the airplane and a lot of ice on the windshield except for the protected portion of the windshield. He said that they utilized the deice equipment on the airplane during the approach.

He provided an icing report with ground control because he likes to wait until he lands to provide such a report.

He did not know Michael Connell but said that Peter Welden was Mr. Connell's flight instructor. Mr. Cirinio talked to Mr. Welden on the night of the accident. Mr. Welden said that Mr. Connell called earlier in the day of the accident and during that call Mr. Welden told him that there was ice and that he should return the following day. Mr. Connell said that he had to attend a Christmas Party.

Mitchell Gallo
Air Safety Investigator

MEMORANDUM OF TELEPHONE CONVERSATION

CONVERSATION WITH: TOM CAMPBELL

SUBJECT: CEN09FA099

DATE: JANUARY 22, 2009

TIME: 1515 CENTRAL STANDARD TIME

LANDED 1741 EST
Flight Express

Tom Campbell, who was flying a Beech 58, stated that he did not have any problems with the localizer or glide slope for the ILS 23 approach. He said that the localizer and glide slope were operating "normally."

The weather was similar to the last several days with a very strong inversion. The air temperature was 40-45 degrees Fahrenheit about 7,000 feet mean sea level (MSL) with tops of the clouds about 6,500 feet MSL. The airplane airspeed below 7,000 feet MSL was maintained from 140 - 195 knots until a couple hundred feet above the ground. The airplane began to accumulate ice 6,500 feet MSL and below. There was raining "pretty good." The air temperature was near freezing below about 3,000 feet MSL. The ice accumulation about 3,000 feet MSL was "pretty rough" as he encountered mixed icing, which accumulated "very rapidly" with a 1 ½ of ice accumulation on portions of the wing. He stated that the airplane was equipped with a TKS system, but he was "anxious" to land. While on the ILS 23 approach, he didn't break out until 400-500 feet above ground level.

He didn't remember if he reported encountering icing conditions to air traffic control.

Mitchell Gallo
Air Safety Investigator

MEMORANDUM OF TELEPHONE CONVERSATION

CONVERSATION WITH: JOHN BUELLER

SUBJECT: CEN09FA099

DATE: JANUARY 23, 2009

TIME: 0930 CENTRAL STANDARD TIME

LANDED AT 1809 EST
N45NS

John Bueller stated that he was the right seat pilot on a Cessna 550 that flew the approach after the accident airplane.

Mr. Bueller stated they couldn't complete their flight into Wayne County because of low ceilings which he said were 200 feet above ground level (AGL) with ¼ mile visibility so they diverted to the Akron Canton airport (CAK). The CAK automated terminal information service (ATIS) indicated "almost" visual flight rules conditions. They were told by air traffic control that they would have to hold due to an airplane missing. They did not have to hold and were cleared for the ILS 23 approach. He stated that from the time that they listened to ATIS to the time they executed the approach; the weather "went down the tubes." The cloud tops were about 6,000 feet MSL. There was icing from 3,000 feet MSL to 400-500 feet AGL. There were "pretty good icing conditions," with moderate rime ice. They actuated the deicing boots twice on the approach. He estimated that they accumulated about 1 inch of ice. They flew the approach with at least the minimum speed for icing conditions of 150 knots and slowed to 115 knots closer in on final. There was no precipitation. The ceiling was 200 feet AGL and ½ mile visibility. He said that the weather conditions changed quickly and while they were driving from the airport, the weather got better.

They did not experience any problems with the localizer or glideslope.

He does not remember if he reported an icing report to air traffic control.

Mitchell Gallo
Air Safety Investigator

December 23, 2008

This is a summary of the weather conditions on Friday December 19, 2008. I was flying a Cessna 208B. I departed the Akron Fulton International Airport at 1812 I entered the clouds at about 400 ft. shortly after entering the clouds I started picking up light, mostly clear ice. I continued to pick up ice the entire climb out except when I was between layers from about 4000 to 5000 feet and the tops were 6100 feet. When I leveled off at 8000 feet it was a plus 4c.

If you need anything further please contact me at 226-504-1111 or

226-221-1111

Michael H Grossmann