



Aviation Investigation Final Report

Location:	ALBERT LEA, Minnesota	Accident Number:	CHI93LA094
Date & Time:	February 23, 1993, 12:35 Local	Registration:	N442TC
Aircraft:	BEECH B90	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

THE PILOT STATED THAT WHEN THE FLIGHT WAS ON FINAL APPROACH, 'THE AIRCRAFT SUDDENLY STOPPED FLYING AND CONTACTED THE SNOW...CAME TO A STOP ABOUT 500 FEET DOWN THE RUNWAY ON THE CENTERLINE. ALL 3 GEARS WERE FOLDED BACK.' THE AIRPLANE HAD BEEN WASHED THE NIGHT BEFORE AND THEN ROLLED OUTSIDE INTO -5 DEGREE TEMPERATURE. ICE WAS FOUND IN THE AIRPLANE STATIC SYSTEM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: AN INADVERTENT STALL DUE TO ICE IN THE PITOT/STATIC SYSTEM.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. TERRAIN CONDITION - SNOWBANK
2. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
3. (C) PITOT/STATIC SYSTEM - ICE

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 14, 1992
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 605 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N442TC
Model/Series:	B90 B90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LJ-332
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	October 31, 1992 AAIP	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	68 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	10992 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT-6A-20
Registered Owner:	MTC LEASING	Rated Power:	550 Horsepower
Operator:	MTC LEASING	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AEL ,1256 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	12:45 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	23 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-16°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	OWATONNA , MN (OWA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	ALBERT LEA MUNICIPAL AEL	Runway Surface Type:	Asphalt
Airport Elevation:	1256 ft msl	Runway Surface Condition:	Snow
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4500 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.650047,-93.360466(est)

Administrative Information

Investigator In Charge (IIC): Doub, Mark

Additional Participating Persons:

Original Publish Date: February 10, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=15671>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).