



Aviation Investigation Final Report

Location:	HAMILTON, Texas	Accident Number:	FTW92LA032
Date & Time:	December 2, 1991, 01:40 Local	Registration:	N6890T
Aircraft:	CESSNA 310D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ATP RATED PILOT INADVERTENTLY ENCOUNTERED FREEZING RAIN WHILE CIRCLING TO LAND ON AN NDB APPROACH. THE AIRPORT DID NOT HAVE THE CAPABILITY TO PROVIDE WEATHER OBSERVATIONS. LOCAL AREA WEATHER OBSERVATION FACILITIES WERE EXPERIENCING LIGHT RAIN AT THE APPROXIMATE TIME OF THE ACCIDENT. THE WEATHER REPORTED TO THE PILOT BY THE APPROACH CONTROLLER, IMMEDIATELY PRIOR TO COMMENCING THE APPROACH, DID NOT INDICATE ANY RAIN ACTIVITY. THIS REPORT WAS BASED ON A THIRD FACILITY IN THE AREA. SURFACE TEMPERATURE WAS 34 DEGREES F. THE ICE ACCUMULATION DEGRADED THE AIRPLANE PERFORMANCE TO A DEGREE WHICH RESULTED IN A FORCED LANDING. DURING THE LANDING THE AIRPLANE COLLIDED WITH FENCES AND A BARN. A POLICE OFFICER REPORTED HEAVY ICE ACCUMULATION ON THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INADVERTEND ENCOUNTER WITH ICING CONDITIONS. FACTORS WERE THE UNAVAILABILITY OF AN AIRPORT WEATHER OBSERVATION FACILITY AND THE DETERIORATED AIRCRAFT PERFORMANCE.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - CIRCLING (IFR)

Findings

1. (C) WEATHER CONDITION - ICING CONDITIONS
2. (F) WEATHER OBSERVATION - UNAVAILABLE - AIRPORT PERSONNEL
3. (F) AIRCRAFT PERFORMANCE - DETERIORATED
4. WING - ICE

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Findings

5. PLANNED APPROACH - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - EMERGENCY

Findings

6. OBJECT - UTILITY POLE
7. OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

Pilot Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 20, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	31000 hours (Total, all aircraft), 2600 hours (Total, this make and model), 24000 hours (Pilot In Command, all aircraft), 246 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6890T
Model/Series:	310D 310D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	39190
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4830 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470D
Registered Owner:	HARRY G. HANSON	Rated Power:	260 Horsepower
Operator:	HARRY G. HANSON	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C
Precipitation and Obscuration:	Light - None - Drizzle		
Departure Point:	HOUSTON , TX (IAH)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	12:40 Local	Type of Airspace:	

Airport Information

Airport:	HAMILTON MNZ	Runway Surface Type:	Concrete
Airport Elevation:	1320 ft msl	Runway Surface Condition:	Wet
Runway Used:	36	IFR Approach:	
Runway Length/Width:	3600 ft / 50 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	31.699266,-98.120033(est)

Administrative Information

Investigator In Charge (IIC):	Gross, Richard
Additional Participating Persons:	L. WILKENSON; FORT WORTH , TX
Original Publish Date:	July 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18414

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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](#).