



Aviation Investigation Final Report

Location:	SPRINGDALE, Arkansas	Accident Number:	MKC88LA022
Date & Time:	November 28, 1987, 17:40 Local	Registration:	N201CQ
Aircraft:	MOONEY M20J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DRG A WX BRIEFING BFR TKOF, THE PLT WAS ADZD THAT VFR FLT WAS NOT RCMD DUE TO LOW CEILING & ICING CONDS. HE WAS ADZD THE FREEZING LVL WAS FORECAST TO BE AT 4000' OVER LITTLE ROCK & TO SLOPE DOWN TO THE SURFACE IN SE MISSOURI. ALSO, HE WAS BRIEFED ON PIREPS OF ICING CONDS IN THE AREAS OF LITTLE ROCK, JONESBORO & FT SMITH, AR. HE ELECTED TO PROCEED VFR-ON-TOP. WHILE EN ROUTE AT 8500', HE OBTAINED THE FAYETTEVILLE WX & WAS ADZD OF IFR CONDS ON HIS ROUTE. HE FILED AN IFR FLT PLAN & WAS ASSIGNED AN ALT OF 5000'. DRG THE DSCNT, THE ACFT ENTERED THE CLOUDS AT 7000'. APRX 40 MI FM THE DESTN, IT ENCTRD ICING CONDS. THE PLT STATED THAT EXCESSIVE ICE ACCUMULATED ON THE ACFT, BUT DUE TO DARKENING CONDS (DUSK), HE DIDN'T NOTICE MUCH ON THE STRUCTURE. HE SAID THAT DRG AN ILS APCH, THE ACFT BECAME SLUGGISH, SO HE ADDED POWER, BUT THE LEFT WING STALLED & THE ACFT STRUCK THE TERRAIN SHORT OF THE RWY & WAS DAMAGED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - ICING CONDITIONS

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

3. (C) WING - ICE
4. (F) LIGHT CONDITION - DUSK
5. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	48, Male
Airplane Rating(s):	Single-engine land	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 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 24, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1873 hours (Total, all aircraft), 174 hours (Total, this make and model), 1773 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N201CQ
Model/Series:	M20J M20J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	240068
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 20, 1987 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	51 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1100 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-1B6D
Registered Owner:	KEIFER, DONALD E	Rated Power:	200 Horsepower
Operator:	DONALD E. KEIFER	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:	Dusk
Observation Facility, Elevation:	FYV ,1251 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	17:49 Local	Direction from Accident Site:	10°
Lowest Cloud Condition:	Unknown / 1000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TUSCALOOSA , AL (TCL)	Type of Flight Plan Filed:	IFR
Destination:	(ASG)	Type of Clearance:	IFR
Departure Time:	14:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SPRINGDALE ASG	Runway Surface Type:	Asphalt
Airport Elevation:	1353 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	Localizer only
Runway Length/Width:	4939 ft / 75 ft	VFR Approach/Landing:	Full stop

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:	36.179004,-94.140869(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: JIM GUEST;

Original Publish Date: March 31, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34523>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).