



Aviation Investigation Final Report

Location:	OGDEN, Utah	Accident Number:	SEA91LA050
Date & Time:	February 13, 1991, 11:47 Local	Registration:	N66841
Aircraft:	BEECH F33A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING THE CLIMB TO CRUISE PHASE, SHORTLY AFTER TAKEOFF, THE PILOT REPORTED THAT THE AIRPLANE WAS PICKING UP RIME ICE AND THE ENGINE WAS RUNNING ROUGH. THE FLIGHT WAS CLEARED TO RETURN TO THE AIRPORT, HOWEVER, THE FLIGHT WAS UNABLE TO RETURN AND WAS DITCHED IN THE GREAT SALT LAKE. THE AIRPLANE WAS NOT RECOVERED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT ELECTED TO FLY INTO KNOWN ADVERSE WEATHER AND ENCOUNTERED ICING CONDITIONS. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S INADEQUATE EVALUATION OF THE WEATHER AND A LOSS OF ENGINE POWER FOR UNDETERMINED REASONS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CLIMB - TO CRUISE

Findings

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

Occurrence #2: LOSS OF ENGINE POWER
Phase of Operation: CLIMB - TO CRUISE

Findings

4. (F) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: DITCHING
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 17, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 800 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N66841
Model/Series:	F33A F33A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	CE-888
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 27, 1990 Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-BB
Registered Owner:	MAC W. HUSS	Rated Power:	285 Horsepower
Operator:	MAC W. HUSS	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:	SLC ,4227 ft msl	Distance from Accident Site:	39 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	5 miles
Lowest Ceiling:	Overcast / 3600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	CHICO , CA (CIC)	Type of Clearance:	IFR
Departure Time:	11:20 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	41.209529,-111.970596(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	DICK LUND; SALT LAKE CITY , UT
Original Publish Date:	May 7, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=41388

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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](#).