



# National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|---|-------------------------|------------|
| <b>Location:</b>               | MORRISONVILLE, NY                             | <b>Accident Number:</b> | NYC84FA113 |
| <b>Date &amp; Time:</b>        | 03/19/1984, 2058 EST                          | <b>Registration:</b>    | N218X      |
| <b>Aircraft:</b>               | BEECH H-18                                    | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 1 Fatal    |
| <b>Flight Conducted Under:</b> | Part 135: Air Taxi & Commuter - Non-scheduled |                         |            |

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## Analysis

THE PLT LANDED ON THE ICE AND SNOW COVERED RWY AFTER LOADING 1512 LBS OF CARGO IN FREEZING DRIZZLE CONDITIONS, HE TAXIED FOR TAKEOFF FOR AN IFR DEPARTURE SHORTLY AFTER ROTATION, THE RIGHT WING DROPPED AND THE ACFT TOUCHED DOWN BACK ON THE RWY. VISUAL EXAM OF THE ACFT REVEALED ICE ACCUMULATIONS ON THE LEADING EDGES AND UPPER WING SURFACES. THE PLT ATTEMPTED TO GET DEICE EQUIP, WHICH WAS NOT AVAILABLE. THE PLT WAS OFFERED USE OF A HANGAR WHICH HE DECLINED. THE ARPT MGR WAS EN ROUTE TO CHECK RWY CONDITION FOR PLOWING THE ICE & SNOW COVERED RWY WHEN THE PLT RETURNED TO THE ACFT. AN UNSUCCESSFUL ATTEMPT WAS MADE TO REMOVE ICE FROM THE LEADING EDGES BY HAND. THE PLT DECIDED TO ATTEMPT ANOTHER TAKEOFF AND AT THIS TIME WAS ALMOST 1/2 HR BEYOND HIS SCHEDULED DEPARTURE TIME. LIFTOFF WAS APRX 1/5 OF WAY DOWN & AFTER FLYING AT 50 FT AGL INITIATED CLIMB. AFTER ATTAINING AN ALT OF SEVERAL HUNDRED FT, THE ACFT STALLED AND DESCENDED UNCONTROLLED TO IMPACT. THE ACFT WAS DESTROYED BY IMPACT & FIRE AND THE PLT WAS FATALLY INJURED.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT ATTAINED - PILOT IN COMMAND
3. (C) SELF-INDUCED PRESSURE - PILOT IN COMMAND
4. (F) WING - ICE
5. (F) AIRPORT SNOW REMOVAL - NOT PERFORMED - AIRPORT PERSONNEL
6. (F) STABILIZER - ICE
7. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
8. (F) TERRAIN CONDITION - ICY
9. (F) AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

10. (F) OBJECT - TREE(S)

## Factual Information

### Pilot Information

|                                  |   |                               |            |
|----------------------------------|---|-------------------------------|------------|
| <b>Certificate:</b>              | Airline Transport; Flight Instructor; Commercial  | <b>Age:</b>                   | 25, Male   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land   | <b>Seat Occupied:</b>         | Left       |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>        |            |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>  | No         |
| <b>Instructor Rating(s):</b>     | Airplane Single-engine; Instrument Airplane   | <b>Toxicology Performed:</b>  | Yes        |
| <b>Medical Certification:</b>    | Class 1 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b> | 01/27/1984 |
| <b>Occupational Pilot:</b>       | <b>Last Flight Review or Equivalent:</b>  |                               |            |
| <b>Flight Time:</b>              | 3473 hours (Total, all aircraft), 280 hours (Total, this make and model), 177 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |                               |            |

### Aircraft and Owner/Operator Information

|                                      |                                      |                                       |                          |
|--------------------------------------|--------------------------------------|---------------------------------------|--------------------------|
| <b>Aircraft Make:</b>                | BEECH                                | <b>Registration:</b>                  | N218X                    |
| <b>Model/Series:</b>                 | H-18 H-18                            | <b>Aircraft Category:</b>             | Airplane                 |
| <b>Year of Manufacture:</b>          |                                      | <b>Amateur Built:</b>                 | No                       |
| <b>Airworthiness Certificate:</b>    | Normal                               | <b>Serial Number:</b>                 | BA 689                   |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle               | <b>Seats:</b>                         | 2                        |
| <b>Date/Type of Last Inspection:</b> | 02/14/1984, Continuous Airworthiness | <b>Certified Max Gross Wt.:</b>       | 9900 lbs                 |
| <b>Time Since Last Inspection:</b>   | 44 Hours                             | <b>Engines:</b>                       | 2 Reciprocating          |
| <b>Airframe Total Time:</b>          | 7395 Hours                           | <b>Engine Manufacturer:</b>           | P&W                      |
| <b>ELT:</b>                          | Installed, not activated             | <b>Engine Model/Series:</b>           | R-985-AN-14B             |
| <b>Registered Owner:</b>             | SAIR AVIATION, INC.                  | <b>Rated Power:</b>                   | 450 hp                   |
| <b>Operator:</b>                     | SAIR AVIATION, INC.                  | <b>Operating Certificate(s) Held:</b> | On-demand Air Taxi (135) |

## Meteorological Information and Flight Plan

|                                  |                        |   |                  |
|----------------------------------|------------------------|---|------------------|
| Conditions at Accident Site:     | Instrument Conditions  | Condition of Light:                     | Night/Dark       |
| Observation Facility, Elevation: | PBG, 235 ft msl        | Distance from Accident Site:            | 4 Nautical Miles |
| Observation Time:                | 2055 EST               | Direction from Accident Site:           | 145°             |
| Lowest Cloud Condition:          | Scattered / 200 ft agl | Visibility                              | 1 Miles          |
| Lowest Ceiling:                  | Overcast / 700 ft agl  | Visibility (RVR):                       | 0 ft             |
| Wind Speed/Gusts:                | 8 knots /              | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  | 350°                   | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               | 30 inches Hg           | Temperature/Dew Point:                  | 0° C / 0° C      |
| Precipitation and Obscuration:   |                        |   |                  |
| Departure Point:                 | PLATTSBURGH, NY (PLB)  | Type of Flight Plan Filed:              | IFR              |
| Destination:                     | SYRACUSE, NY (SYR)     | Type of Clearance:                      | IFR              |
| Departure Time:                  | 0000                   | Type of Airspace:                       | Class D          |

## Airport Information

|                      |                      |                           |                |
|----------------------|----------------------|---------------------------|----------------|
| Airport:             | CLINTON COUNTY (PLB) | Runway Surface Type:      | Asphalt        |
| Airport Elevation:   | 371 ft               | Runway Surface Condition: | Ice; Snow--wet |
| Runway Used:         | 32                   | IFR Approach:             | None           |
| Runway Length/Width: | 4999 ft / 150 ft     | VFR Approach/Landing:     | None           |

## Wreckage and Impact Information

|                     |         |                      |           |
|---------------------|---------|----------------------|-----------|
| Crew Injuries:      | 1 Fatal | Aircraft Damage:     | Destroyed |
| Passenger Injuries: | N/A     | Aircraft Fire:       | On-Ground |
| Ground Injuries:    | N/A     | Aircraft Explosion:  | None      |
| Total Injuries:     | 1 Fatal | Latitude, Longitude: |           |

## Administrative Information

|                                   |  |              |  |
|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC):     | EUGENE A CARROLL, JR.  | Report Date: |  |
| Additional Participating Persons: | DAVID FISHER; ALBANY, NY<br>JERRY STAAB; WICHITA, KS   |              |  |
| Publish Date:                     |  |              |  |
| Investigation Docket:             | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |              |  |

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).