



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ALBERT LEA, MN	<b>Accident Number:</b>	CHI93LA094
<b>Date &amp; Time:</b>	02/23/1993, 1235 CST	<b>Registration:</b>	N442TC
<b>Aircraft:</b>	BEECH B90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Executive/Corporate

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## 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

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

### Findings

4. LANDING GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/14/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N442TC
<b>Model/Series:</b>	B90 B90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ-332
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	10/31/1992, AAIP	<b>Certified Max Gross Wt.:</b>	9650 lbs
<b>Time Since Last Inspection:</b>	68 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	10992 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT-6A-20
<b>Registered Owner:</b>	MTC LEASING	<b>Rated Power:</b>	550 hp
<b>Operator:</b>	MTC LEASING	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AEL, 1256 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1245 CST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
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:			
Departure Point:	OWATONNA, MN (OWA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1220 CST	Type of Airspace:	Class G

## Airport Information

Airport:	ALBERT LEA MUNICIPAL (AEL)	Runway Surface Type:	Asphalt
Airport Elevation:	1256 ft	Runway Surface Condition:	Snow--dry
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:	

## Administrative Information

Investigator In Charge (IIC):	MARK E DOUB	Report Date:	02/10/1994
Additional Participating Persons:			
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:pubinq@ntsb.gov">pubinq@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](#).