



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	OKLAHOMA CITY, OK	<b>Accident Number:</b>	FTW00LA075
<b>Date &amp; Time:</b>	01/26/2000, 1100 CST	<b>Registration:</b>	N7VS
<b>Aircraft:</b>	Cessna 414	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor

**Flight Conducted Under:** Part 91: General Aviation - Positioning

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## Analysis

The pilot reported that light snow was falling, with approximately 2 inches already on the ground, and the runway had been plowed approximately one hour prior to his departure. About 20 minutes had elapsed since the airplane had been towed from the '68 degree F' hangar. During the takeoff, the airplane accelerated 'normally' and became airborne after traveling about 2,160 feet down the 3,240-foot runway. After liftoff, the airplane did not climb above 25 or 30 feet agl. The airplane impacted an embankment at the end of the runway, continued across railroad tracks, and through a fence coming to rest in a brick storage yard about 800-1,000 feet from the departure end of the runway. The pilot stated that someone told him that the airport did not have any deicing equipment, therefore, he did not deice the airplane. The weather facility, located 5 miles from the accident site, reported the wind from 100 degrees at 7 knots, visibility 1/2 mile with snow and freezing fog, temperature 27 degrees F.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The failure of the pilot to deice the airplane prior to departure.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF

### Findings

1. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
2. WING - CONTAMINATION
3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - DETERIORATED
4. TERRAIN CONDITION - BERM
5. OBJECT - FENCE

## Factual Information

On January 26, 2000, at 1100 central standard time, a Cessna 414 twin-engine airplane, N7VS, was substantially damaged when it impacted terrain during takeoff at the Downtown Airpark Airport near Oklahoma City, Oklahoma. The aircraft was registered to Malibu Boats West, Inc., of Merced, California, and operated by a private individual. The commercial pilot and pilot rated passenger sustained minor injuries. Instrument meteorological conditions prevailed, and an IFR flight plan was filed for the 14 Code of Federal Regulations Part 91 positioning flight. The cross-country flight to El Paso, Texas, was originating at the time of the accident.

The pilot reported that light snow was falling, with approximately 2 inches on the ground, and the runway had been plowed at 1000, for another aircraft departure. About 1015, the pilot filed a flight plan and received a weather briefing. After completing a preflight of the airplane in the hangar, he had the airplane towed to the midfield taxiway. At 1045, the aircraft's engines were started. The pilot was unable to contact approach control and clearance delivery to obtain an IFR clearance, and after about 5-6 minutes, he sent his passenger to the FBO to get the telephone number for clearance delivery. The passenger returned to the aircraft with the telephone number, and the pilot called clearance delivery on his cellular phone. After obtaining an IFR clearance and release time, the pilot completed run-up and preflight checks. The pilot back taxied the airplane to the departure end of runway 16 for takeoff.

About 20 minutes had elapsed since the airplane had been towed from the "68 degree F" hangar. During the takeoff, the airplane accelerated "normally" and became airborne after traveling about 2,160 feet down the 3,240-foot runway. After liftoff, the airplane did not climb above 25 or 30 feet agl. Airspeed began to deteriorate and the landing gear and flaps were raised; however, "airspeed continued to degrade to just above stall speed." The airplane impacted an embankment at the end of the runway, continued across railroad tracks, through a fence, and came to a stop in a brick storage yard about 800-1,000 feet from the departure end of the runway.

The pilot stated that someone told him that the airport did not have any deicing equipment, therefore, he did not deice the airplane.

Examination of the aircraft by FAA inspectors revealed that the left wing was separated from the fuselage, and the fuselage and right wing were bent.

At 1053, the weather observation facility at the Will Rogers World Airport, located 5 miles southwest of the accident site, reported in part, wind 100 degrees at 7 knots, visibility 1/2 mile with snow and freezing fog, temperature 27 degrees F, dew point 25 degrees F, and altimeter 30.07 inches of mercury.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/30/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14432 hours (Total, all aircraft), 1350 hours (Total, this make and model), 14276 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N7VS
<b>Model/Series:</b>	414 414	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	414-0276
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	6350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	TSIO-520-J
<b>Registered Owner:</b>	MALIBU BOATS WEST, INC.	<b>Rated Power:</b>	310 hp
<b>Operator:</b>	ROBERT R. ALKEMA	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OKC, 1295 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1053 CST	Direction from Accident Site:	280°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0.5 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-3° C / -4° C
Precipitation and Obscuration:			
Departure Point:	(ZDT)	Type of Flight Plan Filed:	IFR
Destination:	EL PASO, TX (ELP)	Type of Clearance:	VFR
Departure Time:	1100 CST	Type of Airspace:	Class E

## Airport Information

Airport:	DOWNTOWN AIRPARK (ZDT)	Runway Surface Type:	Asphalt
Airport Elevation:	1180 ft	Runway Surface Condition:	Wet
Runway Used:	16	IFR Approach:	
Runway Length/Width:	3240 ft / 85 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	DOUGLAS D WIGINGTON	Report Date:	04/06/2001
Additional Participating Persons:	RONALD J BECKER; OKLAHOMA CITY, OK		
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](#).