



National Transportation Safety Board Aviation Accident Final Report

Location:	Kearney, NE	Accident Number:	CEN10LA090
Date & Time:	01/06/2010, 0635 CST	Registration:	N206AV
Aircraft:	BEECH C-99	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot reported that the airplane picked up light to moderate icing on approach to land and that he cycled the deicing boots once prior to the final approach fix. The pilot was established on the instrument landing system approach when he broke out of the weather about 250 feet above ground level. He estimated that the approach brought the airplane 60 feet right of the runway centerline so he made a correction to align the airplane with the runway. When the airplane returned to level flight and was about 25 feet above the runway, the left wing stalled and the airplane landed hard on the left main landing gear, bending the rear spar of the left wing. During the postaccident inspection of the airplane, ice was noted on the wings and deicing boots. The pilot did not recall the stall warning horn activating during the approach. The stall warning horn's circuit breaker was found to be tripped during the postaccident inspection. The cause of the tripped circuit breaker could not be determined. An examination of the remaining systems revealed no anomalies.

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 maintain adequate airspeed during the approach resulting in a stall. Contributing to the accident was the accumulation of structural icing during the flight.

Findings

Aircraft	Performance/control parameters - Not attained/maintained (Cause) Aircraft systems - Malfunction Stall warning system - Not specified
Environmental issues	Ceiling/visibility/precip - Effect on equipment (Factor)

Factual Information

On January 6, 2010, at 0635 central standard time, a Beech C-99, N206AV, was substantially damaged during a hard landing at Kearney Municipal Airport (EAR), Kearney, Nebraska. The commercial pilot was not injured. The non-scheduled cargo flight, operated by Ameriflight, LLC., was conducted under the provisions of 14 Code of Federal Regulations Part 135 with an Instrument Flight Rules (IFR) flight plan. The cross-country flight originated at Eppley Airfield (OMA), Omaha, Nebraska, and was en route to EAR.

According to the pilot, the airplane picked up light to moderate icing during the approach and he cycled the deicing boots once prior to the final approach fix. The pilot reported that he was established on the instrument landing system (ILS) approach to runway 36 at 120 knots indicated airspeed, configured with landing gear down, and 30 percent flaps, when he broke out of the weather about 250 feet above ground level. The pilot estimated that the approach brought the airplane 60 feet right of the runway centerline so he made a correction to align the airplane with the runway. The pilot continued that when the airplane was wings level and about 25 feet above the runway the left wing stalled and the airplane landed hard on the left main landing gear, bending the rear spar of the left wing. During the postflight inspection of the airplane there was 3/8 to 1/2 inch of ice observed on portions of the airplane's wings, including the leading edge surfaces of the deicing boots. The pilot further reported that he did not recall the stall warning horn activating during the approach.

Weather at EAR at 0635 was reported as 21 degrees Fahrenheit (F), dew point 19 degrees F, visibility 1/2 mile with freezing fog, ceiling 200 feet overcast, and winds from 130 degrees at 4 knots.

The STALL WARN POWER circuit breaker was found popped during the postaccident inspection. The cause of the popped circuit breaker could not be determined. An examination of the remaining systems revealed no anomalies.

History of Flight

Approach-IFR final approach	Structural icing
Landing-flare/touchdown	Aerodynamic stall/spin (Defining event) Hard landing

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	07/23/2009
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	10/23/2009
Flight Time:	1300 hours (Total, all aircraft), 216 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N206AV
Model/Series:	C-99	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U-206
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	10/01/2009, AAIP	Certified Max Gross Wt.:	11300 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	33106 Hours	Engine Manufacturer:	P&W CANADA
ELT:	Installed, not activated	Engine Model/Series:	PT6A-60A
Registered Owner:	WILMINGTON TRUST CO TRUSTEE	Rated Power:	1050 hp
Operator:	Ameriflight, LLC	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:	Ameriflight, LLC	Operator Designator Code:	JIKA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	EAR, 2131 ft msl	Observation Time:	0735 CST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:		Temperature/Dew Point:	-6 °C / -7 °C
Lowest Ceiling:	Overcast / 200 ft agl	Visibility	0 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Omaha, NE (OMA)	Type of Flight Plan Filed:	IFR
Destination:	Kearney, NE (EAR)	Type of Clearance:	IFR
Departure Time:	0645 CST	Type of Airspace:	

Airport Information

Airport:	Kearney Regional Airport (EAR)	Runway Surface Type:	Asphalt
Airport Elevation:	2131 ft	Runway Surface Condition:	Unknown
Runway Used:	36	IFR Approach:	ILS
Runway Length/Width:	7094 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	40.726944, -99.006667 (est)

Administrative Information

Investigator In Charge (IIC):	Daniel Baker	Adopted Date:	12/19/2011
Additional Participating Persons:	Jim Sazama; FAA; Lincoln, NE		
Publish Date:	12/19/2011		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75233		

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