

Departed KABR 1438Z on IFR Flight plan, picked up light
ime climbing out, climbed to more favorable altitude
to be clear of Ice, Flew at 12000' until around PIR, Then heard
better reports down low asked to descend and between 5' and
6000' Ice was gone plane was clear. Center had me climb maintain
6000' which I did with poor radio coverage at some points we
were trying to relay messages through another plane.
At which point we were getting light to moderate ime, contemplated
turning back to PIR but could not get clearance until I was
already closer to IEN at which point we hit unforecasted
severe Ice and Plane started to stall told center I had to descend
could not maintain and tried to turn out of it airplane
continued to stall, so I kept maintaining airspeed and steady
descent with wings level. At which point I was committed
to getting down safely, Broke out between 400' and 500' made
sure gear was down and looked for safest place to land. Landed
and evacuated aircraft. Called FSS first thought they could get
location on us. They could not, then called 911 followed by my Chief Pilot
I then looked up GPS coordinates and got them to everyone, and
was about 45 mins from time of crash till people got there.

4/25/18