



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:

ICT ATLT

2. Report Number:

3. Aircraft Identification and Type:

N525Z BE20

4. Location of Accident/Incident:

Wichita, Kansas

5. Date/Time of Accident/Incident (UTC):

10/30/2014 1449 UTC

6. Name (Operating Initials):

IA

7. Title:

CPC

8. Position and Time (UTC):

CD 1447-1534 UTC

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement:

ORIGINAL

SUPPLEMENTAL

COMMENT

NO COMMENT

I WAS TRAINING JB ON CLEARANCE.
I HEARD A CHANGE IN MR'S VOICE AND WAS LOOKING
OUT THE WINDOW. I'M NOT SURE WHAT MR SAID.
MR THEN SAID ROLL THE TRUCKS. HR PICKED
UP THE CRASH PHONE. I SAW THE BE20 GOING
WEST AND LOSING ALTITUDE. THEN THE BE20
CRASHED INTO A BUILDING, AND THERE WAS
A HUGE FIRE. ZP NOTIFIED THE TRACON
AT ABOUT SAME TIME HR WAS ON THE
CRASH PHONE.

I DO NOT RECAL THE EQUIPMEN CONFIGURATION AT
THE TIME OF THE ACCIDENT.

I RESERVE THE RIGHT TO REVISE MY STATEMENT
UPON REVIEW OF ADDITIONAL INFORMATION.

11. Signature of Witness:

[Redacted Signature]

12. Date of Signature:

10/30/14



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:

ICT ATCT

2. Report Number:

3. Aircraft Identification and Type:

N525Z BE20

4. Location of Accident/Incident:

Wichita, KS

5. Date/Time of Accident/Incident (UTC):

10/30/2014 1449 UTC

6. Name (Operating Initials):

Zachery Perkins ZP

7. Title:

CPC-IT

8. Position and Time (UTC):

CD 1401-1446 UTC

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement:

ORIGINAL

SUPPLEMENTAL

COMMENT

NO COMMENT

I was giving up CD position to the next controller. I heard the LC say "pull the crash phone". I looked out the window saw the King Air turning to the left. The King Air was slowly descending and then went head first into the flight safety building. I called the tower to let them know what happened. I do not recall the equipment configuration at the time of the accident. I reserve the right to revise my statement upon review of additional information.

11. Signature of Witness:

[Redacted Signature]

12. Date of Signature:

10-30-14



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:

ICT ATCT

2. Report Number:

3. Aircraft Identification and Type:

N522Z BE20

4. Location of Accident/Incident:

Wichita, Kansas

5. Date/Time of Accident/Incident (UTC):

10/30/2014 1449 UTC

6. Name (Operating Initials):

BROWN, JUSTIN (JB)

7. Title:

CPC-IT

8. Position and Time (UTC):

CD 1447-1534 UTC

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10. Text of Statement:

ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

I had just received the briefing for CD
to start training.

I was organizing strips when I heard ^A ~~U~~ ~~PS~~ GENERAL
exclamation.

I turned around to see the King Air over
Yingling Aviation in what appeared to be a left
bank and it appeared to be descending.

I then saw the aircraft crash.

I do not recall the state of the equipment
configuration at the time of the incident.

I reserve the right to revise my statement
upon review of additional information.

11. Signature of Witness:

[Redacted Signature]

12. Date of Signature:

10-30-2014



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility: **ICT ATCT** 2. Report Number:

3. Aircraft Identification and Type: **N525Z BE20**

4. Location of Accident/Incident:
Wichita, Kansas

5. Date/Time of Accident/Incident (UTC):
10/30/2014 1449 UTC

6. Name (Operating Initials):
Daniel Hittner (HR)

7. Title:
CPC

8. Position and Time (UTC):
GC 1430-1459 CIC 1430-1454

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement: ORIGINAL SUPPLEMENTAL

COMMENT NO COMMENT

I instructed N525Z to taxi to Runway 1R at E3 via A5, A, B and E, I verified N525Z had ATIS Hotel. I instructed N525Z to taxi to the end of E3 for run-up depending on another King Air that was doing a run-up at E3. I observed a King Air in a ~~sto~~ low shallow left turn about three quarters the way down the runway. I heard he had an emergency. I initiated a call via the crash phone to ARF, observed the King Air crash into a building and advised ARF that a plane had crashed into a building. I called the Tracon to advise of the plane crash. I do not recall the state of equipment configuration at the time of the incident. I reserve the right to revise my statement upon review of additional information.

11. Signature of Witness:

12. Date of Signature:
10/30/14



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

PERSONNEL STATEMENT

1. Name of Reporting Facility:

ILT ATCT

2. Report Number:

3. Aircraft Identification and Type:

N525Z BE 20

4. Location of Accident/Incident:

Wichita, Kansas

5. Date/Time of Accident/Incident (UTC):

10/30/2014 1449 UTC

6. Name (Operating Initials):

Myron Zimpfer MZ

7. Title:

CPC

8. Position and Time (UTC):

LC 1444-1502 UTC

9. Complete in accordance with FAA Order JO 8020.16, Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting, Paragraph 91, FAA Form 8020-26, Personnel Statements. The purpose of this statement is to provide any facts within your personal knowledge that will provide a complete understanding of the circumstances surrounding this accident/ incident. Speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. This statement may be released to the public through The Freedom of Information Act or litigation activities including pretrial discovery, depositions, and actual court testimony. This statement is to be hand printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

10. Text of Statement:

ORIGINAL

SUPPLEMENTAL

COMMENT

NO COMMENT

On October 30, 2014, I was working local control position at ILT ATCT. N525Z called ready for takeoff on Runway 1R. I cleared N525Z for takeoff and instructed him to fly runway heading. Shortly after becoming airborne, N525Z called stating he had an emergency, "lost the left engine." I observed the aircraft turn left at low altitude, barely miss a hangar, and then crash into a building west of the runway.

I do not recall the equipment configuration at the time of the accident.

I reserve the right to revise my statement upon review of additional information.

11. Signature of Witness:

[Redacted Signature]

12. Date of Signature:

October 30, 2014

Allen McReynolds
Vice President, Aftermarket Sales
Textron Aviation Inc.

(Telephonic statement taken by Matthew D. Flesher, Assistant General Counsel, Textron Aviation per the request of the NTSB IIC at 2:15 pm CDT)

I am a licensed A&P Mechanic. I have been with Beechcraft/TAI for approximately 5 years.

I was in Wichita and working at the Textron Aviation C10 building on Hoover road. I was working in a 3rd floor office with a window that overlooks the runways at Wichita Mid Continent Airport.

I was on a conference call and was facing the window. I saw the accident aircraft at rotation. Nothing really caught my attention until I noticed that it began porpoising after climbing to what appeared to be 2 or 3 times the height of the buildings across the runway. I saw that the landing gear were down. I didn't see any smoke or any other visible indication of engine issues. I couldn't hear the sounds or the engines or the propellers.

After about 3 porpoises, the aircraft began what looked like a very smooth bank to the left directly toward the HBS/Signature hanger. It looked like a course correction to a due west heading. However the aircraft seemed to be slow and failing to climb. As it made a big, sweeping left hand turn, it became obvious to me that it was losing altitude. I thought it might not clear the HBS/Signature hangar.

As it did clear the hangar, it became very obvious that the aircraft was going down. It was still in its left bank, and I was looking at the top of the aircraft as it appeared to drop behind the corner of the HBS/Signature hangar. I then felt/heard the impact and saw flames erupting and a wall of black smoke quickly developed and I could no longer see the impact site.

Signed, 10/31/14

A black rectangular redaction box covers the signature. A faint, handwritten signature is visible behind the redaction.

Statement of Michael L. Sloan, Manager, Aftermarket Programs Textron Aviation.

(Statement taken by Matthew D. Flesher, Textron Aviation Assistant General Counsel per the request of the NTSB IIC, at 11:00 AM 10/31/2014)

I am a multi-engine pilot and I have been with Beechcraft/Textron Aviation since 1976.

I was in my office on the third floor of the Textron Aviation C10 building on Hoover Road. My office has a window which faces west, overlooking the Wichita Mid Continent Airport runways.

A little before 10:00 AM on Thursday, October 30, as I turned to use the phone, I saw out of the corner of my eye an aircraft, which I immediately recognized as a King Air, that appeared to have just lifted off the runway. The landing gear was still down. I noticed that the aircraft seemed to not be gaining speed and altitude as I would normally have expected it to do. I also observed that the aircraft seemed to be porpoising and wobbling in flight. The aircraft then veered off the center line of the runway toward the west. Because I was inside the building, I could not hear the sound of the aircraft's engines clearly.

As the aircraft veered toward the west, it appeared to me to level off for a moment. It did not seem to have climbed very far above the level of the buildings located across the runway west and slightly north of my office location. Then the aircraft pitched down and to the left. It descended out of view and I saw flames rising beyond the hangars across the field almost immediately.


10-31-2014

Randall W. Blad
Principal Facilities Planner
Textron Aviation Inc.

(Statement taken by Matthew D. Flesher, Textron Aviation Assistant General Counsel per the request of the NTSB IIC, at 11:40 AM 10/31/2014)

I have been with Beechcraft/Textron Aviation for 27 years. I am a single engine pilot.

My office in the Textron Aviation C10 Building on Hoover Road has a west-facing window that overlooks the runways at Wichita Mid Continent Airport.

I first noticed the aircraft when it was almost directly west of my office location. I was on the phone facing my window when the aircraft passed across from me. I recognized the aircraft as a King Air. The aircraft appeared to me to be at less than 150 feet AGL. It's landing gear were still down. The aircraft was initially climbing and then appeared to porpoise slightly and began to make a bank to the left starting just to south of the M2 markers on the runway. Because I was located inside the building, I was not able to hear the sound of the aircraft's engines. The bank seemed to continue to the point that the aircraft then almost rolled over and went nose down. The Northeast corner of the FlightSafety Building is just visible from my office and I saw the aircraft strike the building and saw a large fireball erupt on impact. The resulting smoke then obscured my view of the impact site.



10/31/2014

10/22/2014

Test flight on BB-1686 first flight after maintenance.

Pilot: Ferlin Barrett

Passenger: Jeff Thorn

Cannot recall weather conditions.

Test flight was done to flight level 260 to check engine performance and all systems.

Flight was done out of Dwight D Eisenhower airport (KICT).

Preflight was done per the checklist, also log book endorsements and Certificate of Airworthiness was checked and found to be compliant.

Preflight run ups were done per the checklist, and no items were found to be out of tolerance.

Takeoff: On the takeoff roll I noted that there was a power lever split when advancing the power levers, the left lead the right greater than a ¼ knob split. After I adjusted for this I was able to obtain takeoff power on both engines and the takeoff was normal.

Inflight: We climbed to altitude (FL 260) to check performance on the engines. It was noted that there was a 20 degree ITT split between engines when POH power settings were set, but both engines were making normal power per the POH performance settings.

In the descent I checked the leak rate on the cabin, at a differential of 5.9 the cabin was leaking 6000 ft per min with both the Bleed air switches in environmental off position (in a new AC only 2200 fpm is allowed by a DP of 5.9).

All other systems functioned normal.

Landing: landing was normal, it was noted that when the power levers were reduced to idle that the Torque on the right lagged the left

Post flight: I am sure that there were smaller and cosmetic discrepancies that were written up but I cannot recall them at this time.

The SQ's that were written pertaining to the flight were as follows:

1. Itt split greater than 20 degrees at FL260

2. Power lever split greater than $\frac{1}{4}$ knob on TO and at all altitudes
3. Power lags when retarding to Idle (right lags left engine)
4. Leak rate at 5.9 Dp is 6000 ft per min.

Duration of flight was 0.6



STATEMENT

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 5/26/2015
Provided by: Kelsey Veer – Flight test pilot
NTSB Accident Number: CEN15FA034

Mr. Veer provided the following statement:

I flew BB1686 on Oct 27, 2014. Jeff Thorn was the only other person on board. The flight departed and terminated at KICT. I was evaluating several systems that had been squawked on the previous flight. On the previous flight, it was reported that one power lever lead the other power lever when setting equal torque settings; in addition, the cabin leak rate had been reported high and a 20 degree ITT split was noted between the 2 engines. I remember performing a full ground run per the POH and did not find any faults/squawks. In flight, the cabin leak rate was found to be acceptable. Prior to this flight, engine rigging had been performed to match the power levers when setting equal torque; the engine rigging was successful as the power levers were matched when setting equal torque settings. The 20 degree ITT split between the 2 engines was still present so I rewrote the ITT split squawk. In addition, I noted that one of the bleed air valves was extremely weak. When both valves were on, the condition could not be seen but when the bleed valves were on one at a time, the condition became apparent. I wrote the weak bleed valve up and demonstrated the known faults to Jeff Thorn so he could understand exactly what I was writing up. We returned to KICT without any significant events. Total flight time was approximately 0.6 hrs (36 minutes).

End of statement.



STATEMENT

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 5/28/15

Statement provided by: Jeffrey Thorn – Director of Maintenance/Textron Aviation

NTSB Accident Number: CEN15FA034

Statement:

Beechcraft Pre-Owned requested and completed two post maintenance flight checks on B200 S/N BB-1686 N52SZ

Flight #1 was completed 10/22/2014 with Ferlin Barrett as the Pilot and myself as a passenger. The primary purpose of the flight was to check all systems for operation with specific checks of the aircraft pressurization leak rate and verification engines were capable of achieving max cruise performance numbers. I was in the cabin of the aircraft for the entire flight checking cabin systems and furnishings for proper operation during takeoff and initial climb; after completion of cabin checks I sat in the RH Forward facing seat to monitor engine indications and other cockpit systems during the Cruise performance check and pressurization leak rate check. While I am sure there were several discrepancies noted by both me and Ferlin, the discrepancies I recollect were

1. Engine Rigging needed to be cleaned up for better throttle alignment
2. Pressurization leak rate high
3. ITT Split between LH and RH engine around 40 – 45 degrees. This was a minor discrepancy as both engines were able to achieve Max Cruise Power with no ITT exceedance

Flight #2 was completed Monday 10/27/2014 primarily to recheck pressurization leak rate and engine rigging with a secondary being the ITT split. The pilot was Kelsey Veer, I sat in the RH Forward aft facing chair so I could monitor engine indications and rigging during climb. During the climb and cruise it was noted that engine rigging issues had been corrected and the ITT split was better between 30 and 40 degrees. The pressurization leak rate checked ok; while checking

the leak rate with both bleed air flow packs selected to the off position I noted the ITT split was lessened. I asked Kelsey to check the operation of the Flow Packs and he believed the RH engine flow pack output was weak /not operating and the LH flow pack operation was normal. I reported the discrepancy to the Maintenance crew and asked them to check the LH flow pack system per the maintenance manual to determine if or which component was not functioning correctly. Maintenance reported RH flow Pack system passed maintenance manual checks and ground operational checks, but they noted the LH flow pack output was at a higher rate than RH but the LH system also passed maintenance manual checks. To verify whether or not the flow pack systems were causing the ITT split I requested HBS to swap the LH and RH flow packs, electronic controllers, and thermistors from left to right. The buyer agreed to have his ferry pilot report ITT numbers during the flight from Wichita KS to Mena Arkansas.

Jeffrey Thorn

Director of Maintenance / Pre-Owned Sales
Textron Aviation

END OF STATEMENT