



# Aviation Investigation Final Report

---

<b>Location:</b>	GARDNER, Kansas	<b>Accident Number:</b>	MKC83FA108
<b>Date &amp; Time:</b>	May 12, 1983, 05:10 Local	<b>Registration:</b>	N725M
<b>Aircraft:</b>	BEECH D55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 2 Minor
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

---

## Analysis

THE PLT WAS CLEARED FOR AN ILS RWY 35 APPROACH & GIVEN THE KANSAS CITY DOWNTOWN ARPT (23 MI NE) WX AS 900 FT BROKEN & 6 MI VISIBILITY. THE TOWER WAS CLOSED & THE CONTROL ZONE WAS NOT IN EFFECT RAISING MINIMUMS. THE PLT STATED HIS ILS GLIDE SLOPE INDICATION WAS ERRATIC AT THE OUTER MARKER SO HE ELECTED TO CONTINUE A STRAIGHT-IN LOCALIZER ONLY APPROACH. HE SAID HE DESCENDED TO MDA OF 1400 FT (335 FT AGL) BUT THE ACFT WAS STILL IN CLOUDS. HE SAID AS HE WAS CHECKING VHF CONTROL HEAD TO INSURE PROPER FREQ SETTING FOR ACTIVATING THE APPROACH LIGHTS, THE ACFT STRUCK THE GROUND. INITIAL IMPACT WAS 1 MI SOUTH OF THE APCH END OF RWY 35 & ABOUT 100 YDS LEFT OF THE INBOUND ILS LOCALIZER COURSE. THE MDA IS INCREASED 100 FT WHEN THE CONTROL ZONE IS NOT IN EFFECT. NO MALFUNCTIONS OF THE ACFT'S ILS RECEIVERS OR #1 OBS WAS FOUND. A FLT INSPECTION OF THE ILS WAS SATISFACTORY. IN ADDITION TO 7 HOURS OF DUTY TIME ASSOCIATED WITH THE FLT, THE PLT HAD WORKED A NORMAL DUTY DAY ON 5/11 INVOLVING MANAGEMENT FUNCTIONS & HAD RESTED 3-4 HRS PRIOR TO THE FLT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

---

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - OBSCURATION
4. (C) MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) DIVERTED ATTENTION - PILOT IN COMMAND
6. (F) FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND

-----

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	April 1, 1983
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	13428 hours (Total, all aircraft), 2000 hours (Total, this make and model), 13328 hours (Pilot In Command, all aircraft), 277 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N725M
<b>Model/Series:</b>	D55 D55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TE-674
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	May 11, 1983 100 hour	<b>Certified Max Gross Wt.:</b>	5300 lbs
<b>Time Since Last Inspection:</b>	5 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4935 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-C3
<b>Registered Owner:</b>	ROBERT L. GREEN	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument (IMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	16°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	SALINA , KS (SLN)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	04:10 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	JOHNSON CO. INDUSTRIAL IXD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1086 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	Localizer only
<b>Runway Length/Width:</b>	7339 ft / 200 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 2 Minor	<b>Latitude, Longitude:</b>	38.809291,-94.920585(est)

## Administrative Information

**Investigator In Charge (IIC):** Johnson, R.

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=33328>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).