



Aviation Investigation Final Report

Location:	KANSAS CITY, Kansas	Incident Number:	MKC83IA078
Date & Time:	March 16, 1983, 11:05 Local	Registration:	N200DT
Aircraft:	AERO COMMANDER 680W	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE NUMBER 2 ENGINE FAILED IN CRUISE FLIGHT. DURNG DESCENT THE LANDING GEAR FAILED TO EXTEND. THE PILOT LANDED INTENTIONAL GEAR UP IN THE SOD AREA ADJACENT TO THE RUNWAY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) FUEL SYSTEM,PUMP - LOSS,TOTAL
2. (C) MAINTENANCE,SERVICE BULLETIN/LETTER - DELAYED - MANUFACTURER
3. (C) FUEL SYSTEM,FUEL CONTROL - LOSS,TOTAL
4. (C) REDUCTION GEAR ASSY,ACCESSORY DRIVE GEAR - FATIGUE

Occurrence #2: OTHER GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) HYDRAULIC SYSTEM - PRESSURE TOO LOW

6. (C) MAINTENANCE,SERVICE BULLETIN/LETTER - NOT PERFORMED - COMPANY MAINTENANCE PERSONNEL

7. (C) HYDRAULIC SYSTEM,PUMP - FOREIGN OBJECT DAMAGE

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 16, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9195 hours (Total, all aircraft), 71 hours (Total, this make and model), 8595 hours (Pilot In Command, all aircraft), 314 hours (Last 90 days, all aircraft), 74 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERO COMMANDER	Registration:	N200DT
Model/Series:	680W 680W	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1763-9
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	February 22, 1983 Annual	Certified Max Gross Wt.:	9400 lbs
Time Since Last Inspection:	72 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	4931 Hrs	Engine Manufacturer:	GARRETT
ELT:		Engine Model/Series:	TPE-331-151K
Registered Owner:	JOHN D. TOWNER	Rated Power:	575 Horsepower
Operator:	CENTRAL AIR CHARTER	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:	MKC	Distance from Accident Site:	
Observation Time:	11:09 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	Overcast / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHICAGO , IL (MDW)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	
Departure Time:	09:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	FAIRFAX MUNI KCK	Runway Surface Type:	Grass/turf
Airport Elevation:	746 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	ILS;Sidestep
Runway Length/Width:	7300 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.150234,-94.609413(est)

Administrative Information

Investigator In Charge (IIC): Wall, James

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33366>

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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](#).