



Aviation Investigation Final Report

Location:	OSAGE BEACH, Missouri	Accident Number:	MKC83LA144
Date & Time:	July 2, 1983, 17:00 Local	Registration:	N9346S
Aircraft:	BEECH C-23	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT RAN OFF THE SIDE OF THE RUNWAY AND CONTINUED TO OVERRUN THE DEPARTURE END OF THE RUNWAY WHERE COLLISION WITH A DITCH OCCURRED. THERE WAS EVIDENCE THAT THE BRAKES WERE USED BUT WERE NOT EFFECTIVE IN STOPPING THE ACFT. AN FAA INSPECTOR INSPECTED THE WRECKAGE AT THE SITE AND REPORTED- 'THAT THE ACFT ROLLED 825 FT WITH THE RIGHT WHEEL OFF THE RUNWAY.' HE ALSO REPORTED BOTH BRAKES WORN OUT. THE BRAKE RESERVOIR WAS EMPTY. THE RIGHT BRAKE HELD SOME PRESSURE. THE LEFT BRAKE WOULD HOLD NO PRESSURE. THE LOGBOOKS INDICATED THAT THE LAST ANNUAL INSPECTION WAS PERFORMED ON DEC. 11, 1981. THERE WERE NO INDICATIONS THAT THE BRAKES WERE EXAMINED SINCE THAT LAST ANNUAL.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - WORN

2. (C) FLUID, HYDRAULIC - LACK OF
3. (C) MAINTENANCE, ANNUAL INSPECTION - NOT OBTAINED - PILOT IN COMMAND
4. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: OVERRUN

Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

5. (F) TERRAIN CONDITION - DITCH

Occurrence #4: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

6. (F) LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	July 30, 1982
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	436 hours (Total, all aircraft), 39 hours (Total, this make and model), 366 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9346S
Model/Series:	C-23 C-23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M1645
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 11, 1981 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1400 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-360-A4J
Registered Owner:	GEORGE J. KRAFFEL	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	23 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	34°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GRAVOIS MILLS , MO (04K)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	LINN CREEK GRAND GLAIZE K15	Runway Surface Type:	Asphalt
Airport Elevation:	876 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3200 ft / 50 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.130092,-92.649948(est)

Administrative Information

Investigator In Charge (IIC): Roth, Eugene

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33434>

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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](#).