



Aviation Investigation Final Report

Location:	KANSAS CITY, Missouri	Accident Number:	MKC86LA192
Date & Time:	September 22, 1986, 20:13 Local	Registration:	N9043V
Aircraft:	BEECH E55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE PLT RPRTD THAT THIS WAS A POSITIONING FLT FOR A 100 HR INSPN & THAT THE ACFT WAS HAVING ELECTRICAL PROBLEMS THRU-OUT THE FLT. ACCORDING TO HIM, HE EXTENDED THE FLAPS & PUT THE GEAR HANDLE IN THE DOWN POSITION AS HE MADE A VOR APCH AT NIGHT; HOWEVER, THE ACFT TOUCHED DOWN WITH THE LANDING GEAR RETRACTED. DURING THE WHEELS UP LANDING, A FIRE OCCURRED IN THE COCKPIT AREA, EXTENSIVELY DAMAGING THE INSTRUMENT PANEL, BUT THE ORIGIN OF THE FIRE WAS NOT VERIFIED. THE LANDING GEAR UPLOCKS WERE FOUND UNLATCHED, BUT THE WHEELS WERE FOUND IN THEIR RESPECTIVE WHEEL WELLS. AFTER THE ACFT WAS HOISTED OFF THE GROUND, ALL THREE WHEELS EXTENDED WITH NO DIFFICULTY WHEN THE EMERGENCY EXTENSION SYS WAS OPERATED. NEITHER THE ELECTRICAL GEAR MOTOR NOR THE INSIDE OF THE GEAR MOTOR COMPARTMENT WERE BURNED IN THE FIRE, BUT THE MOTOR HAD EVIDENCE OF THERMAL OVERLOAD DAMAGE AROUND THE WINDING. NO INFO WAS RECORDED ON THE TOWER TAPES TO INDICATE A GEAR PROBLEM BEFORE THE ACFT LANDED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) ELECTRICAL SYSTEM - UNDETERMINED
2. (F) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
3. (C) GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. (C) EMERGENCY EQUIPMENT - NOT USED - PILOT IN COMMAND
5. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Occurrence #2: FIRE

Phase of Operation: OTHER

Findings

6. FUSELAGE,CABIN - FIRE
7. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	53, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 11, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14607 hours (Total, all aircraft), 510 hours (Total, this make and model), 14300 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9043V
Model/Series:	E55 E55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TE-919
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-CB
Registered Owner:	MID-WEST LIVE-STOCK COMMISSION	Rated Power:	285 Horsepower
Operator:	WAYNE DECASTA	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	WERNER AVIATION, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	MKC ,758 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	20:21 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Unknown / 600 ft AGL	Visibility	1 miles
Lowest Ceiling:	Overcast / 600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23°C / 18°C
Precipitation and Obscuration:	Heavy - None - Rain		
Departure Point:	WICHITA , KS (ICT)	Type of Flight Plan Filed:	IFR
Destination:	KANSAS CITY , MO (MKC)	Type of Clearance:	IFR
Departure Time:	19:20 Local	Type of Airspace:	Class D

Airport Information

Airport:	KNASAS CITY DOWNTOWN MKC	Runway Surface Type:	Asphalt
Airport Elevation:	758 ft msl	Runway Surface Condition:	Wet
Runway Used:	1	IFR Approach:	VOR
Runway Length/Width:	7001 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.150974,-94.580978(est)

Administrative Information

Investigator In Charge (IIC):	Vargas, Ramon
Additional Participating Persons:	ROBERT E STERNECKER; KANSAS CITY , MO
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=34250

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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](#).