



# Aviation Investigation Final Report

<b>Location:</b>	GOODLAND, Kansas	<b>Accident Number:</b>	MKC82DA164
<b>Date &amp; Time:</b>	September 2, 1982, 14:26 Local	<b>Registration:</b>	N8453N
<b>Aircraft:</b>	BEECH 95-B55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE PILOT WAS ON A CROSS-COUNTRY FLIGHT WITH A REFUELING STOP AT GOODLAND, KS. DURING ARRIVAL AT GOODLAND, HE ELECTED TO LAND ON RUNWAY 05. THERE WAS NO EVIDENCE THAT HE ESTABLISHED RADIO CONTACT WITH GOODLAND FLIGHT SERVICE, LOCATED ON THE AIRPORT, FOR AN AIRPORT ADVISORY. RUNWAY 05 INTERSECTED WITH A CONCRETE RUNWAY (12/30) AT ABOUT MIDFIELD. THE SURFACE OF RUNWAY 12/30 WAS HIGHER AT THE INTERSECTION AND PRESENTED A BUMP FOR TRAFFIC ON RUNWAY 05. GROUND WITNESSES STATED THAT THE AIRCRAFT LANDED WITH A HIGH GROUND SPEED THEN BOUNCED IN THE AIR WHEN IT PASSED THE INTERSECTION. REPORTEDLY, THE AIRCRAFT BOUNCED ON THE NOSE GEAR THREE TIMES, THEN THE NOSE GEAR COLLAPSED. THE DENSITY ALTITUDE WAS ABOUT 5400 FT.

## Probable Cause and Findings

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

### Findings

Occurrence #1: NOSE GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

#### Findings

1. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE

2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
4. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION
5. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 17, 1982
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1381 hours (Total, all aircraft), 57 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N8453N
<b>Model/Series:</b>	95-B55 95-B55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	TC1102
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>	49 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2589 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-470-L
<b>Registered Owner:</b>	GENE SMITH REALTY, INC.	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>	WILLIAM LOWE	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GLD	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:28 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	15 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	81°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	JUNEAU , WI	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CANON CITY , CO (1V6 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:35 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	RENNER FLD-GOODLAND MUNI GLD	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	5	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	3002 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.339584,-101.699691(est)

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** September 2, 1983

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=70849>

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](#).