



Aviation Investigation Final Report

Location:	LAURENS, Iowa	Accident Number:	MKC82DA122
Date & Time:	July 13, 1982, 08:30 Local	Registration:	N1456G
Aircraft:	BEECH 95-A55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT HAD NO CURRENT MEDICAL CERTIFICATE OR FAA PILOT LICENSE. HE STATED THAT MOST OF THE TIME, HE HAD A PILOT IN THE COMPANY, BUT ON THIS DAY, HE WAS UNABLE TO OBTAIN A PILOT AND CONDUCTED THE FLIGHT HIMSELF. HE STATED THAT DURING HIS LANDING APPROACH AT THE DESTINATION, HE WAS LOW AND SLOW, DRIFTED SIDWAYS, AND TOUCHED DOWN OFF THE SIDE OF THE RUNWAY, ON THE CITY GOLF COURSE. THE RUNWAY WAS ON THE GOLF COURSE GROUNDS. THE NOSE AND LEFT MAIN GEAR COLLAPSED AND THERE WAS SUBSTANTIAL DAMAGE TO THE PROPELLERS, LOWER FUSELAGE, AND LEFT WING.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) PROPER ALIGNMENT - NOT MAINTAINED - UNQUALIFIED PERSON
3. (C) LEVEL OFF - IMPROPER - UNQUALIFIED PERSON

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

Findings

4. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	None	Age:	54, Male
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1456G
Model/Series:	95-A55 95-A55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	TC-246
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4880 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3500 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470-L
Registered Owner:	COMMERCIAL COATINGS, INC.	Rated Power:	260 Horsepower
Operator:	COMMERCIAL COATINGS, INC.	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	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	75°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DES MOINES , IA (DSM)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	

Airport Information

Airport:	SKYWAYS 5K5	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	
Runway Length/Width:	2247 ft / 157 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	42.839447,-94.839813(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: July 13, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=71387>

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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](#).