



Aviation Investigation Final Report

Location:	WICHITA, Kansas	Incident Number:	MKC83IA035
Date & Time:	December 13, 1982, 09:05 Local	Registration:	N85BH
Aircraft:	BEECH 100	Aircraft Damage:	Minor
Defining Event:		Injuries:	10 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

PILOT REPORTED THAT WHILE CRUISING AT 18000 FEET, THE PRESSURIZED PORTION OF THE SECOND WINDOW BLEW OUT. THE INSIDE WINDOW REMAINED INTACT AND THE CABIN SLOWLY DEPRESSURIZED. THE PILOT MADE AN UNEVENTFUL LANDING. THE WINDOW WAS REPLACED BY A LATER PRODUCTION PANE AND THE AIRCRAFT WAS RELEASED FOR FLIGHT. THE OLD WINDOW HAD APPROXIMATELY 5773 HOURS SINCE INSTALLATION.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) WINDOW,CABIN - SEPARATION

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	31, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	September 1, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 50 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N85BH
Model/Series:	100 100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	B-6
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	10600 lbs
Time Since Last Inspection:	14 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	5773 Hrs	Engine Manufacturer:	P & W
ELT:	Installed	Engine Model/Series:	PT6A-28
Registered Owner:	A/C SUPPLY COMPANY	Rated Power:	680 Horsepower
Operator:	OZARK SKYWAYS, INC.	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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPRINGFIELD , MO (SGF)	Type of Flight Plan Filed:	IFR
Destination:	GARDEN CITY , KS (GCK)	Type of Clearance:	
Departure Time:	08:00 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	9 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	10 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: December 13, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=73042>

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](#).