



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	WICHITA, KS	<b>Accident Number:</b>	MKC83FA019
<b>Date &amp; Time:</b>	11/12/1982, 1404 CST	<b>Registration:</b>	N2627U
<b>Aircraft:</b>	CESSNA 501	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

A NON-PILOT MECHANIC EMPLOYED AT THE MANUFACTURER'S FACILITY TOOK OFF IN THE ACFT. THE ACFT WAS OBSERVED ENTERING A VERY STEEP CLIMB & APPEARED TO STALL. THE NOSE WAS LOWERED & THE ACFT TURNED LEFT & ENTERED A DOWNWIND LEG TO RWY 1R. IT THEN TURNED ONTO A LOW BASE LEG & CONTINUED TO A VERY LOW FINAL. AFTER SEVERAL OSCILLATIONS IN ROLL THE ACFT TOUCHED DOWN 557 FT SHORT OF THE RWY & COLLIDED WITH APPROACH LIGHT STANCHIONS. THE MECHANIC HAD BEEN & WAS, AT THE TIME OF THE ACCIDENT, UNDER PSYCHIATRIC CARE(SCHIZOPHRENIA).

## 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 - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

#### Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - UNQUALIFIED PERSON
2. (F) STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON

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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

3. OBJECT - APPROACH LIGHT/NAVAID

## Factual Information

### Pilot Information

Certificate:	None	Age:	26, 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:	
Medical Certification:	Unknown None	Last FAA Medical Exam:	05/17/1977
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2627U
Model/Series:	501 501	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	51247
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	12000 lbs
Time Since Last Inspection:	74 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	179 Hours	Engine Manufacturer:	P & W
ELT:	Not installed	Engine Model/Series:	JT15D-1B
Registered Owner:	CESSNA AIRCRAFT COMPANY	Rated Power:	2200 lbs
Operator:	CESSNA AIRCRAFT COMPANY	Operating Certificate(s) Held:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	41° C / 0° C
Precipitation and Obscuration:			
Departure Point:	WICHITA, KS (ICT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1400	Type of Airspace:	

## Airport Information

Airport:	MID CONTINENT (ICT)	Runway Surface Type:	Concrete
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	
Runway Length/Width:	7300 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	11/12/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a> .	

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).