



National Transportation Safety Board Aviation Accident Final Report

Location:	WICHITA, KS	Accident Number:	MKC83FA225
Date & Time:	09/29/1983, 1720 CDT	Registration:	N7277R
Aircraft:	BEECH 60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

SHORTLY AFTER TAKEOFF, THE LEFT ENG BEGAN TO PROGRESSIVELY LOSE POWER & WAS SHUT DOWN. THE AIRCREW NOTIFIED BEECH TOWER OF THE PROBLEM & REPORTED THEY WOULD LIKE TO RETURN & LAND. THE ACFT WAS OBSERVED ON FINAL APCH TO RWY 18 WITH THE GEAR EXTENDED & THE LEFT PROP STOPPED. BEFORE LANDING, THE ACFT BEGAN VEERING TO THE LEFT. IT CROSSED OVER THE END OF THE ARPT AT ABOUT 40 FT AGL & 300 FT LEFT (EAST) OF THE RWY. THE LEFT WING & NOSE DROPPED & THE ACFT IMPACTED THE RAMP, LEFT WING 1ST. THE ACFT THEN SKIDDED ACROSS THE RAMP ON A HEADING OF 160 DEG & COLLIDED WITH & DAMAGED 3 OTHER ACFT; A BEECH F33A, N1833S; ANOTHER BEECH 60, N6747D; & A BEECH 58, N5800B. AN INVESTIGATION REVEALED THAT THE #2 EXHAUST VALVE LIFTER HAD BECOME FLAT & THE #2 EXHAUST VALVE HAD FAILED FROM FATIGUE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) ENGINE ASSEMBLY, VALVE, INTAKE - OTHER
2. (C) ENGINE ASSEMBLY, VALVE, INTAKE - FATIGUE
3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND
4. PERFORMED - PILOT IN COMMAND

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

Findings

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	39, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/17/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3600 hours (Total, all aircraft), 60 hours (Total, this make and model), 3285 hours (Pilot In Command, all aircraft), 153 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N7277R
Model/Series:	60 60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	P-318
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	09/17/1983, Annual	Certified Max Gross Wt.:	6725 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1100 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TIO-541-E1C4
Registered Owner:	SCOTT M. BRUNKE	Rated Power:	380 hp
Operator:	PAUL E. GEDDES & SCOTT BRUNKE	Operating Certificate(s) Held:	None

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:	Scattered / 9000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	17 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29° C / 17° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	GRAND RAPIDS, MI (GRR)	Type of Clearance:	
Departure Time:	1712 CDT	Type of Airspace:	Class D

Airport Information

Airport:	BEECH FACTORY (BEC)	Runway Surface Type:	Asphalt
Airport Elevation:	1387 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	E. ROTH	Report Date:	
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).