



National Transportation Safety Board Aviation Accident Final Report

Location:	NORTH KANSAS CI, MO	Accident Number:	MKC82FA019
Date & Time:	01/21/1982, 1924 CST	Registration:	N4553Q
Aircraft:	CESSNA 402A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PILOT RECEIVED 2 WEATHER BRIEFINGS. MOST OF THE FIRST BRIEFING WAS SPENT FINDING AN ALTERNATE. THE FORECAST INCLUDED IMC WITH LOW CEILINGS, LOW VISIBILITIES WITH LIGHT SNOW, FOG, AND POSSIBLE FREEZING DRIZZLE. THE AIRCRAFT WAS NOT CERTIFICATED FOR FLIGHT IN KNOWN ICING CONDITIONS. DURING ARRIVAL, THE PLANE ENTERED AN OVERCAST AT 3500 FT MSL. TWO MINUTES LATER, THE PILOT REPORTED AN ENCOUNTER WITH FREEZING PRECIPITATION. THE FIRST APPROACH WAS ABANDONED IN THE VICINITY OF THE FAF/OUTER MARKER AFTER THE PILOT FLEW THROUGH THE LOCALIZER COURSE LINE AND WAS ABOUT 1/2 MILE TO THE RIGHT. HE WAS VECTORED FOR ANOTHER ILS APPROACH. WHILE INBOUND ON THE APPROACH, HE WAS INFORMED THAT APPROACH CONTROL HAD RECEIVED A LOW ALTITUDE ALERT. HE WAS REMINDED THAT HIS ALTITUDE SHOULD BE 2600 FT UNTIL REACHING THE FAF; HOWEVER, HE REACHED ONLY 2400 FT. HIS AIRSPEED WAS MUCH HIGHER THAN NORMAL WHILE DESCENDING FROM THE FAF. THE PLANE STRUCK A BUILDING AND BURNED ABOUT 1/3 MILE NORTHEAST OF THE END OF RUNWAY 18.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - FOG
4. (F) WEATHER CONDITION - SNOW
5. (F) WEATHER CONDITION - RAIN
6. (F) WEATHER CONDITION - ICING CONDITIONS

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

7. (F) WING - ICE
8. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
9. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
10. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
11. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

12. OBJECT - BUILDING(NONRESIDENTIAL)

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	50, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider; Instrument Airplane	Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/01/1981
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5993 hours (Total, all aircraft), 1200 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4553Q
Model/Series:	402A 402A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	402-A-0053
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	81 Hours	Engines:	2 Reciprocating
Airframe Total Time:	3746 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520
Registered Owner:	SPRINGDALE AIR SERVICE, INC.	Rated Power:	300 hp
Operator:	SPRINGDALE AIR SERVICE, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MKC, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0130	Direction from Accident Site:	270°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 0° C
Precipitation and Obscuration:			
Departure Point:	SPRINGDALE, AR	Type of Flight Plan Filed:	IFR
Destination:	KANSAS CITY, MO	Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	01/21/1983
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 pubinquiry@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](#).