



# National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-----------------|
| <b>Location:</b>        | WITCHITA, KS         | <b>Accident Number:</b> | MKC83FA094      |
| <b>Date &amp; Time:</b> | 04/26/1983, 1454 CDT | <b>Registration:</b>    | N22FM           |
| <b>Aircraft:</b>        | CESSNA CE-500        | <b>Aircraft Damage:</b> | Substantial     |
| <b>Defining Event:</b>  |                      | <b>Injuries:</b>        | 2 Minor, 3 None |

**Flight Conducted Under:** Part 91: General Aviation - Business

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## Analysis

THE ACFT COLLIDED WITH THE GROUND DURING TAKEOFF. THE FUEL TANK IN THE RIGHT WING RUPTURED AND THE ACFT BURNED WHILE SLIDING TO A STOP. THE DAY BEFORE THE ACCIDENT THE ACFT WAS WASHED AND THE THRUST REVERSER DOORS WERE POLISHED. AFTER THE SERVICE, THE REVERSER DOORS CIRCUIT BREAKERS WHICH HAD BEEN PULLED WERE NOT RESET. IT WAS COMPANY POLICY TO LEAVE CIRCUIT BREAKERS OUT THAT WERE PULLED DURING SERVICING. PRIOR TO FLT, THE ACFT WAS LOADED AND THE ENGINES STARTED. THE REVERSED UNLOCK LIGHTS ON BOTH REVERSER ANNUNCIATOR PANELS ILLUMINATED. THE PILOT DISCUSSED THE SITUATION WITH THE CO-PLT AND ELECTED TO GO. HE PUSHED THE LIGHT ASSEMBLIES WHICH UNLATCHED THE LIGHT HOUSING AND PUT OUT THE 'UNLOCK' LIGHTS. AFTER TAKEOFF WHILE THE GEAR WAS RETRACTING THE ACFT YAWED RIGHT AND IMPACTED THE GROUND. ALL OCCUPANTS EVACUATED AND AFTER THE FIRE WAS PUT OUT A CESSNA ACFT INVESTIGATOR OBSERVED THE TWO THRUST REVERSER CIRCUIT BREAKERS IN THE 'OUT', OPEN POSITION AND PARTIALLY COVERED BY A FLT CHART. BOTH THRUST REVERSERS WERE DEPLOYED.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) THRUST REVERSER, DOOR - UNLOCKED
2. (C) MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
3. (C) THRUST REVERSER, DOOR - DEPLOYED INADVERTENTLY
4. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. (C) ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
6. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
7. (C) ANNUNCIATOR PANEL LIGHT(S) - SWITCHED OFF
8. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

|                                  |   |  |                            |
|----------------------------------|---|--|----------------------------|
| <b>Certificate:</b>              | Airline Transport; Commercial   | <b>Age:</b>                              | 52, Male                   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land   | <b>Seat Occupied:</b>                    | Left                       |
| <b>Other Aircraft Rating(s):</b> |   | <b>Restraint Used:</b>                   | Seatbelt, Shoulder harness |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | Yes                        |
| <b>Instructor Rating(s):</b>     |   | <b>Toxicology Performed:</b>             | No                         |
| <b>Medical Certification:</b>    | Class 1 Valid Medical--w/ waivers/lim.  | <b>Last FAA Medical Exam:</b>            | 12/28/1983                 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |                            |
| <b>Flight Time:</b>              | 6725 hours (Total, all aircraft), 2300 hours (Total, this make and model), 6047 hours (Pilot In Command, all aircraft), 131 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft) |  |                            |

### Aircraft and Owner/Operator Information

|                                      |                         |                                       |             |
|--------------------------------------|-------------------------|---------------------------------------|-------------|
| <b>Aircraft Make:</b>                | CESSNA                  | <b>Registration:</b>                  | N22FM       |
| <b>Model/Series:</b>                 | CE-500 CE-500           | <b>Aircraft Category:</b>             | Airplane    |
| <b>Year of Manufacture:</b>          |                         | <b>Amateur Built:</b>                 | No          |
| <b>Airworthiness Certificate:</b>    | Normal                  | <b>Serial Number:</b>                 | 500-0229    |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle  | <b>Seats:</b>                         | 8           |
| <b>Date/Type of Last Inspection:</b> | 03/31/1983, AAIP        | <b>Certified Max Gross Wt.:</b>       | 11500 lbs   |
| <b>Time Since Last Inspection:</b>   | 22 Hours                | <b>Engines:</b>                       | 2 Turbo Fan |
| <b>Airframe Total Time:</b>          | 4112 Hours              | <b>Engine Manufacturer:</b>           | P&W         |
| <b>ELT:</b>                          | Installed               | <b>Engine Model/Series:</b>           | JT15-1A     |
| <b>Registered Owner:</b>             | CESSNA AIRCRAFT COMPANY | <b>Rated Power:</b>                   | 2200 hp     |
| <b>Operator:</b>                     | CESSNA AIRCRAFT COMPANY | <b>Operating Certificate(s) Held:</b> | None        |

## Meteorological Information and Flight Plan

|                                  |                   |   |                  |
|----------------------------------|-------------------|---|------------------|
| Conditions at Accident Site:     | Visual Conditions | Condition of Light:                     | Day              |
| Observation Facility, Elevation: | ICT, 1332 ft msl  | Distance from Accident Site:            | 0 Nautical Miles |
| Observation Time:                | 1350 CDT          | Direction from Accident Site:           | 0°               |
| Lowest Cloud Condition:          | Clear / 0 ft agl  | Visibility                              | 15 Miles         |
| Lowest Ceiling:                  | None / 0 ft agl   | Visibility (RVR):                       | 0 ft             |
| Wind Speed/Gusts:                | 9 knots /         | Turbulence Type<br>Forecast/Actual:     | /                |
| Wind Direction:                  | 270°              | Turbulence Severity<br>Forecast/Actual: | /                |
| Altimeter Setting:               | 29 inches Hg      | Temperature/Dew Point:                  | 24° C / 11° C    |
| Precipitation and Obscuration:   |                   |   |                  |
| Departure Point:                 |                   | Type of Flight Plan Filed:              | IFR              |
| Destination:                     | CHICAGO, IL (MDW) | Type of Clearance:                      | IFR              |
| Departure Time:                  | 0000              | Type of Airspace:                       |                  |

## Airport Information

|                      |                     |                           |          |
|----------------------|---------------------|---------------------------|----------|
| Airport:             | MID-CONTINENT (ICT) | Runway Surface Type:      | Concrete |
| Airport Elevation:   | 1332 ft             | Runway Surface Condition: | Dry      |
| Runway Used:         | 19L                 | IFR Approach:             | None     |
| Runway Length/Width: | 7208 ft / 150 ft    | VFR Approach/Landing:     | None     |

## Wreckage and Impact Information

|                     |                 |                      |             |
|---------------------|-----------------|----------------------|-------------|
| Crew Injuries:      | 2 Minor         | Aircraft Damage:     | Substantial |
| Passenger Injuries: | 3 None          | Aircraft Fire:       | On-Ground   |
| Ground Injuries:    | N/A             | Aircraft Explosion:  | None        |
| Total Injuries:     | 2 Minor, 3 None | Latitude, Longitude: |             |

## Administrative Information

|                                   |  |              |  |
|-----------------------------------|--|--------------|--|
| Investigator In Charge (IIC):     | JAMES A WALL   | 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 <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.nts.gov/pubdms/">http://dms.nts.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](#).