



National Transportation Safety Board Aviation Accident Final Report

Location:	KANSAS CITY, KS	Accident Number:	MKC84FA033
Date & Time:	12/05/1983, 1710 CST	Registration:	N704M
Aircraft:	BEECH TC-45J	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT WAS A BEECH TC-45J THAT HAD BEEN MODIFIED INTO A HAMILTON TURBOLINER UNDER STC SA-1821-WE. DURING ARRIVAL, THE PLT REPORTED THAT HE ENCOUNTERED MODERATE ICING AT 4000 FT. HE MADE A LOCALIZER-ONLY APCH TO RWY 35. AN ATC SPECIALIST STATED THAT THEY SAW THE ACFT BREAK OUT OF THE CLOUDS OVER THE APCH END OF THE RWY. AT ABOUT THAT TIME, THE PLT TRANSMITTED THAT HE WAS GOING TO ENTER A LEFT BASE TURN FOR RWY 35 & THAT HE HAD THE RWY IN SIGHT. HE STARTED A TURN, AND SHORTLY THEREAFTER, THE ACFT ENTER A STEEP NOSE DOWN ATTITUDE. THE ACFT IMPACTED IN A RAILROAD YARD IN A RELATIVELY LEVEL ATTITUDE WITH THE LANDING GEAR EXTENDED & THE WING FLAPS RETRACTED. HOWEVER, DURING IMPACT, IT WAS STILL DESCENDING AT A STEEP ANGLE (ESTIMATED APRX 30 DEG). IT WAS DESTROYED BY IMPACT & GROUND FIRE. NO PREIMPACT, MECHANICAL FAILURE OR MALFUNCTION WAS FOUND. THE MINIMUM CEILING & VISIBILITY FOR A STRAIGHT-IN APCH WERE 500 FT & 1 MI, AND FOR A CIRCLING APCH, THE MINIMUMS WERE 700 FT & 1 MI.

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

Findings

1. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - ICING CONDITIONS
5. (F) WEATHER CONDITION - FOG
6. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
7. (F) NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: CIRCLING (IFR)

Findings

8. GO-AROUND - INITIATED - PILOT IN COMMAND
9. MANEUVER - INITIATED - PILOT IN COMMAND
10. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
11. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/01/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3200 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N704M
Model/Series:	TC-45J TC-45J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	39282
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	11/14/1983, AAIP	Certified Max Gross Wt.:	8625 lbs
Time Since Last Inspection:	43 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	20776 Hours	Engine Manufacturer:	AIRESEARCH
ELT:	Installed, not activated	Engine Model/Series:	TPE-331
Registered Owner:	CONNIE KALITTA SERVICES, INC.	Rated Power:	620 hp
Operator:	CONNIE KALITTA SERVICES, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCI, 1025 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	1649 CST	Direction from Accident Site:	150°
Lowest Cloud Condition:	Unknown / 400 ft agl	Visibility	0 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1° C / 0° C
Precipitation and Obscuration:			
Departure Point:	QUINCY, IL (UNI)	Type of Flight Plan Filed:	IFR
Destination:	(4)	Type of Clearance:	IFR
Departure Time:	1600 CST	Type of Airspace:	

Airport Information

Airport:	FAIRFAX MUNI (KCK)	Runway Surface Type:	Asphalt
Airport Elevation:	746 ft	Runway Surface Condition:	Wet
Runway Used:	35	IFR Approach:	Localizer Only
Runway Length/Width:	7301 ft / 150 ft	VFR Approach/Landing:	

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):	EUGENE 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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).