



National Transportation Safety Board Aviation Accident Final Report

Location:	KINSTON, NC	Accident Number:	ATL91FA074
Date & Time:	04/01/1991, 1326 EST	Registration:	N311MC
Aircraft:	BEECH 60	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

DURING TAKEOFF FROM RWY 22, THE PLT RPRTD THAT HE HAD A PROBLEM, THEN THERE WAS NO FURTHER COMM FROM THE ACFT. SVRL WITNESSES SAW AN OBJECT FALL FROM THE ACFT & ONE WITNESS OBSERVED THAT A 'HOOD' HAD OPENED. THE ACFT WAS MNVRD ONTO FINAL APCH TO RWY 36. A WITNESS SAID THAT AS THE ACFT WAS LINING UP ON FINAL APCH, IT ENTERED A STEEP BANK & DSCNDD OUT OF HIS SIGHT. SUBSEQUENTLY, IT COLLIDED WITH TREES IN A 27 DEG DSCNT, CRASHED & BURNED. A BAG FROM THE NOSE BAGGAGE COMPARTMENT WAS FND NEAR THE DEP END OF RWY 22. NO PREIMPACT PART FAILURE OR SYSTEM MALFUNCTION OF THE ACFT WAS FND. BEFORE THE FLT, A RAMP PERSON OBSERVED THE PLT SERVICING THE LEFT ENG WITH OIL, BUT HE DID NOT KNOW IF THE PLT HAD SECURED THE BAGGAGE DOOR. AN EXAM OF THE RCVRD DOOR ASSEMBLY FAILED TO DISCLOSE A MALFUNCTION OF THE REAR LATCH ASSEMBLY. THE FORWARD LATCH ASSEMBLY AREA WAS DESTROYED BY FIRE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DIVERTED HIS ATTENTION AND FAILED TO MAINTAIN CONTROL OF THE AIRCRAFT, WHILE MANEUVERING FOR A PRECAUTIONARY LANDING. FACTORS RELATED TO THE ACCIDENT WERE: THE UNSECURED BAGGAGE COMPARTMENT DOOR AND THE PILOT'S INADEQUATE PREFLIGHT.

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: TAKEOFF

Findings

1. (F) DOOR - NOT SECURED
2. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

3. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
4. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/22/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2345 hours (Total, all aircraft), 500 hours (Total, this make and model), 1661 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N311MC
Model/Series:	60 60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	P-366
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	6725 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	TSIO-541-E1C4
Registered Owner:	KELCO AIRCRAFT, INC.	Rated Power:	380 hp
Operator:	KELCO AIRCRAFT, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ISO, 94 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1330 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C / 5° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	STUART, FL (SUA)	Type of Clearance:	IFR
Departure Time:	1325 EST	Type of Airspace:	

Airport Information

Airport:	KINSTON REGIONAL JETPORT (ISO)	Runway Surface Type:	Asphalt
Airport Elevation:	94 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Precautionary Landing

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Phillip Powell	Report Date:	01/15/1993
Additional Participating Persons:	LARRY LAMBERT; RALEIGH, NC MIKE MC CLURE; WICHITA, KS		
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](#).