



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Fullerton, CA	Accident Number:	WPR19FA115
Date & Time:	04/18/2019, 1953 PDT	Registration:	N65MY
Aircraft:	Beech 60	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

On April 18, 2019, at 1953 Pacific daylight time a Beech B60, N65MY, collided with the ground after takeoff from Fullerton Municipal Airport (FUL), Fullerton, California. The private pilot sustained fatal injuries and the airplane was destroyed. The airplane was registered to KMA Technology Solutions LLC., and operated as a personal flight by the pilot under the provisions of Title 14 *Code of Federal Regulations* Part 91. The flight had a planned destination of Heber City Municipal Airport - Russ McDonald Field (HCR), Heber, Utah. Visual meteorological conditions prevailed and an instrument flight rules (IFR) flight plan had been filed.

According to relatives of the pilot, he had moved with his family from Southern California to Utah at the end of 2018. He continued to maintain a business in California, and would work there during the week, and return to Utah at the weekends. His typical routine would be to depart Heber City for Fullerton on Monday morning and then return Thursday night. He would use the accident airplane to make the trip, unless weather was bad, in which case he would fly via commercial airline.

The accident sequence was captured by a series of surveillance video cameras located at multiple vantage points within the airport. Preliminary review of the video data revealed that the pilot boarded the airplane at his hangar at 1930. He started the engines, and taxied to the runway 24 runup where the airplane remained for the next 11 1/2 minutes. During that time, he was provided his IFR clearance by the tower controller. The airplane then taxied to the hold short line on taxiway A at the approach end of runway 24, and after the pilot was given the takeoff clearance, the airplane began the takeoff roll. The airplane was airborne after traveling about 1,300 ft down the runway, and about 2 seconds after rotation it began to roll to the left. Three seconds later, the airplane had reached an altitude of about 80 ft above ground level (agl), and was in a 90° left bank. The nose then dropped as the airplane rolled inverted, and struck taxiway E in a right-wing-low, nose down attitude. (See Figure 1).

The first identified point of impact was located on the centerline of taxiway E, about 100 ft south of the runway centerline. The impact was composed of a set of four gouges, oriented diagonally across the centerline, and spaced about 8 inches apart. The gouges matched the approximate dimension of the right propeller blades, and a similar set of gouges were present

on the tarmac, about 18 ft to the southwest. Fragmented sections of the outboard right wing were distributed around the impact point and on the adjacent runway surface.

The main wreckage came to rest on taxiway A, about 100 ft beyond the second set of gouges. The main wreckage was composed of the pressurized section of the cabin, both engines, the left wing and tail section, all of which sustained extensive thermal damage. The entire tail structure aft of the pressure bulkhead was consumed, with only ash remnants of the vertical and horizontal stabilizer and flight control surfaces remaining. Examination of video footage indicated that the landing gear was in the extended position at the time of impact, and the flaps appeared to be partially extended as the airplane taxied onto the runway.

Airframe and engine logbooks indicated that the most recent maintenance was for an annual inspection, and was completed on December 26, 2018.



Figure 1 – Accident Sequence Viewed Midfield to the South (timestamp inaccurate)

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N65MY
Model/Series:	60 B	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	KSLI, 36 ft msl	Observation Time:	0353 UTC
Distance from Accident Site:	6 Nautical Miles	Temperature/Dew Point:	20° C / 10° C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	Calm / ,
Lowest Ceiling:	None	Visibility:	10 Miles
Altimeter Setting:	30.01 inches Hg	Type of Flight Plan Filed:	IFR
Departure Point:	Fullerton, CA (FUL)	Destination:	Heber, UT (HCR)

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:	33.871389, -117.981389

Administrative Information

Investigator In Charge (IIC):	Elliott Simpson
Additional Participating Persons:	Tom Walters; Federal Aviation Administration FSDO; Long Beach, CA Peter Basile; Textron Aviation; Wichita, KS Mark Platt; Lycoming Engines; Williamsport, PA
Note:	The NTSB traveled to the scene of this accident.