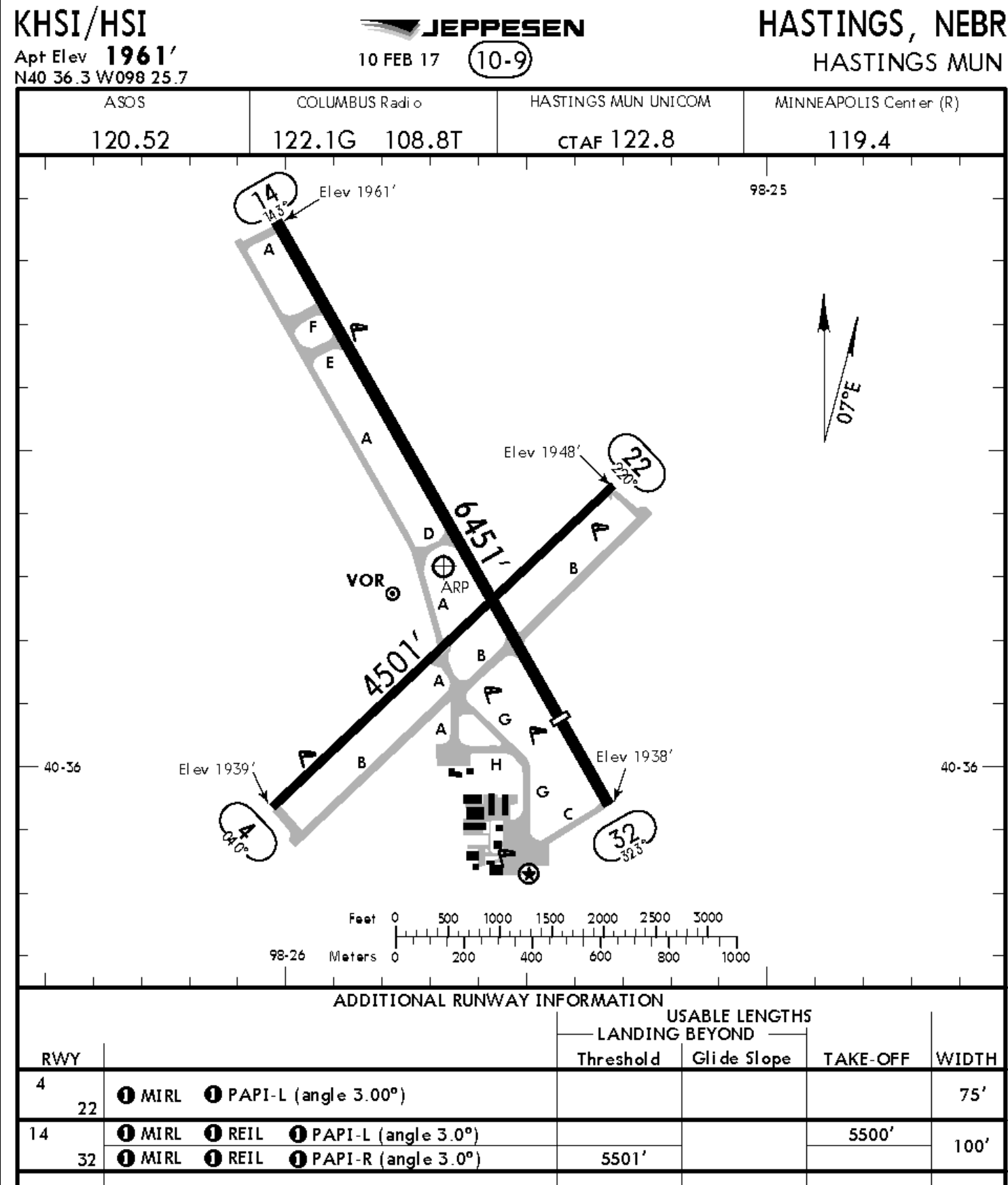




6. The aircraft continued northbound and departed the runway 14/32 pavement approximately 500 ft. northwest of the runway intersection, narrowly passing north of the third runway edge light from that intersection. After traversing an additional estimated 50 ft. of grassway, the aircraft came to rest in the grass on the east side of runway 14/32 (~40.605700N, 98.426878W). The nose gear had separated during the event and was found in the grass east of runway 14/32, south-southeast of the aircraft.



5. Now moving on a northerly magnetic track, the aircraft crossed the southern tip of the 3rd runway 14/32 centerline marking approximately 400 ft. northwest of the runway intersection (40.605342N, 98.426897W). Heavy tire skid marks became evident at this point.



4. The aircraft destroyed the second runway light approximately 300 ft. northwest of the intersection of the crossing runways (40.605019N, 98.426905W) as it entered the west side of runway 14/32. Propeller scrapes became evident as the aircraft encountered the runway 14/32 pavement. S-bending on both propellers indicates that the engines were producing power through some or all of the accident sequence.



1. Skid marks roughly corresponding to the wheel spacing of a BE-99 were found between the aiming point markers, approximately 1000 ft. from the approach end of runway 4, suggesting a possible (though not confirmed) first point of touchdown. (~40.600901N, 98.431032W)



3. The next evidence of ground contact was in the grassway west of runway 14/32 (~ 40.604730N, 98.426958W). Mud and grass on the damaged left wing tip, combined with paint chips and plastic lens fragments found in this area suggest the left wing contacted first. The aircraft appears to have been airborne as it traversed most of the infield area, clearing relatively soft mud and a drainage culvert.



2. A destroyed taxi light immediately north-northeast of the intersection of Runway 4/22 and Taxiway A was the first evidence of runway excursion (40.603473N, 98.426878W). The aircraft would have been moving on a magnetic track of approximately 030 degrees.