



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	INVER GROVE HGT, MN	<b>Accident Number:</b>	MKC90FA057
<b>Date &amp; Time:</b>	03/01/1990, 1350 CST	<b>Registration:</b>	N3077G
<b>Aircraft:</b>	BEECH B36TC	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Ferry		

## Analysis

THE ACFT WAS EQUIPPED WITH A TEMPORARY FUEL SYS TO FERRY IT TO SOUTH AFRICA. ALSO, IT WAS APPROVED FOR SPECIAL FLT OPNS & A MAXIMUM GROSS WT LIMITATION OF 4235 LBS. ITS ACTUAL WEIGHT FOR TAKEOFF WAS CALCULATED TO BE 3956 LBS. THE PLT TOOK OFF ON RWY 16 FOR THE INITIAL FLT WITH THE WIND FROM ABOUT 240 DEG AT 17 KTS. SHORTLY AFTER LIFT-OFF, THE ACFT WAS OBSERVED FLYING JUST ABOVE THE TREES IN A NOSE HI ATTITUDE. THE PLT TURNED THE ACFT ABOUT 90 DEG TO THE LEFT TOWARD A RIVER (DOWN SLOPE). HE THEN TURNED IT FURTHER LEFT & ALIGNED ITS FLT PATH WITH THE RIVER. HOWEVER, THE ACFT HIT A POLE ON A BOAT DOCK & CRASHED IN THE RIVER. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND DURING THE INVESTIGATION. ONE WITNESS, WHO SAW THE ACFT AFTER TAKEOFF, SAID IT WAS MUSHING AS THE LNDG GEAR WAS BEING RETRACTED, THEN THE PLT 'MADE A STEEP BANK TO THE LEFT & WENT BELOW THE TREES.'

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PREMATURE LIFT-OFF BY THE PILOT, WHILE TAKING OFF WITH A HEAVY GROSS WEIGHT IN UNFAVORABLE WINDS, AND THE PILOT'S FAILURE TO ATTAIN/MAINTAIN ADEQUATE AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL/MUSH.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF

### Findings

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. AIRCRAFT WEIGHT AND BALANCE - EXCESSIVE
  3. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
  4. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
  5. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. TERRAIN CONDITION - WATER

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	26
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1073 hours (Total, all aircraft), 8 hours (Total, this make and model), 919 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N3077G
<b>Model/Series:</b>	B36TC B36TC	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	AVEX, INC.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-520-UB
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Ferry		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MSP, 841 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	17 knots / , 240°
<b>Temperature:</b>	14° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SOUTH ST PAUL, MN (D97)	<b>Destination:</b>	SOUTH AFRICA

## Airport Information

<b>Airport:</b>	SOUTH ST PAUL MUNI (D97)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	16	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4000 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): DANIEL T DUKE

Adopted Date: 06/16/1992

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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