



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	MOUNTAIN VIEW, MO	<b>Accident Number:</b>	MKC90LA002
<b>Date &amp; Time:</b>	10/01/1989, 1450 CDT	<b>Registration:</b>	N3106V
<b>Aircraft:</b>	BEECH 35	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE PILOT SAID THAT SHORTLY AFTER TAKEOFF, THE ENGINE FAILED. HE HAD ALREADY RETRACTED THE LANDING GEAR, AND ATTEMPTED A GEAR-UP LANDING ON THE REMAINING AVAILABLE RUNWAY. THE ACFT SLID ABOUT 300 FEET ON THE REMAINING RUNWAY, THEN AN ADDITIONAL 100 FEET ON THE MAINTAINED GRASS OVERRUN. POST ACCIDENT INVESTIGATION FAILED TO DETERMINE THE CAUSE OF THE ENGINE FAILURE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER FOR UNDETERMINED REASONS. PREMATURE RETRACTION OF THE LANDING GEAR BY THE PILOT WAS A CONTRIBUTING FACTOR.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) GEAR RETRACTION - PREMATURE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: GEAR NOT EXTENDED  
Phase of Operation: LANDING

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/07/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	900 hours (Total, all aircraft), 87 hours (Total, this make and model), 855 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N3106V
<b>Model/Series:</b>	35 35	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	D-527
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	10/13/1988, Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	66 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3558 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	E-185-1
<b>Registered Owner:</b>	HAGLER, FRED	<b>Rated Power:</b>	185 hp
<b>Operator:</b>	MORTON, GARY L.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TBN, 1159 ft msl	Distance from Accident Site:	55 Nautical Miles
Observation Time:	1355 CDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 1600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	22° C / 17° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1450 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	MOUNTAIN VIEW (MNE)	Runway Surface Type:	Asphalt; Grass/turf
Airport Elevation:	1165 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	4500 ft / 60 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JOHN R HRUBAN	Report Date:	10/24/1990
Additional Participating Persons:	BRUCE MUELLER		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).