



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MORTON, GARY L.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	E-185-1
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TBN, 1159 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 1600 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 250°
<b>Temperature:</b>	22° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	MOUNTAIN VIEW (MNE)	<b>Runway Surface Type:</b>	Asphalt; Grass/turf
<b>Runway Used:</b>	28	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4500 ft / 60 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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): JOHN R HRUBAN Adopted Date: 10/24/1990

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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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.