



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GRAIN VALLEY, MO	<b>Accident Number:</b>	MKC87LA053
<b>Date &amp; Time:</b>	03/01/1987, 1015 CST	<b>Registration:</b>	N6001M
<b>Aircraft:</b>	BEECH C23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT REPORTED THAT THE PREFLIGHT ENG RUN-UP WAS SATISFACTORY. SHORTLY AFTER TAKEOFF, THE ENG FAULTERED BRIEFLY AND THE PLT ATTEMPTED A LANDING BACK ON THE RWY. UPON ESTABLISHING A POINT TO LAND, THE ENG RESPONDED AND THE ACFT OVERSHOT THE INTENDED LANDING AREA. THE ENG FAULTERED ONCE AGAIN AND THE PLT WAS ABLE TO MAKE A FORCED LANDING IN AN OPEN FIELD JUST OFF THE DEPARTURE END OF THE RWY. INSPECTION OF THE ENG AFTER SEVERAL ATTEMPTS TO DUPLICATE THE ENG MALFUNCTION FAILED TO PROVIDE EVIDENCE THAT WOULD CONCLUSIVELY DETERMINE WHAT CAUSED THE FAILURE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

### Findings

2. (C) ABORTED TAKEOFF - IMPROPER - PILOT IN COMMAND  
3. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

4. TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	22, 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, Shoulder harness
<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/01/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	231 hours (Total, all aircraft), 1 hours (Total, this make and model), 170 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N6001M
<b>Model/Series:</b>	C23 C23	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	M-2111
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	05/31/1986, Annual	<b>Certified Max Gross Wt.:</b>	2450 lbs
<b>Time Since Last Inspection:</b>	30 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2088 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A4K
<b>Registered Owner:</b>	HAMILTON AVIATION	<b>Rated Power:</b>	180 hp
<b>Operator:</b>	HAMILTON AVIATION	<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:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 3000 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 3000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	GRAIN VALLEY, MO	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1015 CST	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	CLINT THORPE	Report Date:	03/10/1988
Additional Participating Persons:	ROBERT STERNECKER; KANSAS CITY, MI		
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:pubinquiry@ntsb.gov">pubinquiry@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](#).