



Aviation Investigation Final Report

Location:	WENTZVILLE, Missouri	Accident Number:	MKC87LA177
Date & Time:	September 23, 1987, 14:50 Local	Registration:	N6958Q
Aircraft:	BEECH A23A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE BECAME AIRBORNE AFTER 1000 FEET. A WITNESS STATED THAT AFTER CLIMBING TO ABT 10 FEET, THE RIGHT WING DROPPED ALMOST TO THE GROUND. THE ACFT THEN PULLED UP SHARPLY TO ALMOST VERTICAL AND STALLED AT ABT 75 FEET ABOVE THE GROUND AND COLLIDED WITH A SOYBEAN FIELD ABT 300 FEET PAST THE END OF THE RWY.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. (C) FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 30, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	417 hours (Total, all aircraft), 354 hours (Total, this make and model), 381 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N6958Q
Model/Series:	A23A A23A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M1089
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 5, 1987 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	29 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2420 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-346-A
Registered Owner:	MID STATES INV. CO. INC.	Rated Power:	165 Horsepower
Operator:	MIDSTATES INVESTMENT CO., INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	WENTZVILLE MO50	Runway Surface Type:	Asphalt
Airport Elevation:	643 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2395 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	38.809429,-90.850578(est)

Administrative Information

Investigator In Charge (IIC):	Roth, Eugene
Additional Participating Persons:	BRUCE R KUHLMAN; LITTLE ROCK , AR
Original Publish Date:	May 16, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=34443

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).