



Aviation Investigation Final Report

Location:	CALIFORNIA, Missouri	Accident Number:	MKC89LA046
Date & Time:	December 23, 1988, 19:10 Local	Registration:	N2364W
Aircraft:	BEECH A23A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PVT PILOT SAID WHILE ATTEMPTING A DOWNWIND TAKEOFF ON A DARK NIGHT FROM AN UNLIGHTED SOD STRIP, HE RECEIVED AN INTERMITTENT STALL WARNING HORN SHORTLY AFTER LIFT-OFF. HE LOWERED THE NOSE AND THE ACFT STRUCK THE RUNWAY AND REBOUNDED INTO THE AIR. HE SAID HE HAD DIFFICULTIES WITH DIRECTIONAL CONTROL AND DECIDED TO ABORT THE TAKEOFF AND RE-LAND. DURING THE ATTEMPT TO RE-LAND HE STRUCK A FENCE, TREES, THEN ROUGH ROCKY TERRAIN. THE ACFT SUSTAINED DAMAGE TO THE WINGS, LDG GEAR, EMPENNAGE AND FUSELAGE. TOXICOLOGY TESTS PERFORMED ON THE PILOT WERE NEGATIVE.

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. (F) LIGHT CONDITION - DARK NIGHT
2. (F) AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. (F) WEATHER CONDITION - TAILWIND

- 5. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
 - 6. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 - 7. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 - 8. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

- 9. (F) OBJECT - FENCE
 - 10. (F) OBJECT - TREE(S)
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings

- 11. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	34, 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:	August 30, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	116 hours (Total, all aircraft), 12 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N2364W
Model/Series:	A23A A23A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	M-961
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2370 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1515 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-346-A
Registered Owner:	TIERMAN, JERRY A.	Rated Power:	165 Horsepower
Operator:	TIERMAN, JERRY A.	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:	Night/dark
Observation Facility, Elevation:	JEF ,549 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	18:45 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(80K)	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	PHILLIPS FIELD 80K	Runway Surface Type:	Grass/turf
Airport Elevation:	820 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2600 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	38.630996,-92.559761(est)

Administrative Information

Investigator In Charge (IIC): Hruban, John

Additional Participating Persons: FRED BEAMON;

Original Publish Date: November 7, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=34741>

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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](#).