



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	BELOIT, KS	<b>Accident Number:</b>	CHI94LA126
<b>Date &amp; Time:</b>	04/01/1994, 1253 CST	<b>Registration:</b>	N3735E
<b>Aircraft:</b>	PIPER PA-36-300	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## Analysis

THE PILOT REPORTED A LOSS OF ENGINE POWER OCCURRED DURING THE INITIAL CLIMB, THE AIRPLANE STALLED, AND CONTACTED A HANGAR. WITNESSES REPORTED SEEING THE AIRPLANE ENTER A CLIMBING 60 DEGREE BANK TURN AFTER TAKEOFF. THEY STATED THE AIRPLANE APPEARED TO STALL DURING THE TURN AND DESCEND TO IMPACT WITH THE HANGAR. THE WITNESSES ALSO STATED THE ENGINE SOUNDED TO BE AT 'CLIMB POWER' OR 'FULL POWER' DURING THE ENTIRE ACCIDENT SEQUENCE. POST ACCIDENT INSPECTION AND TEARDOWN OF THE ENGINE FAILED TO DISCLOSE ANY PREIMPACT FAILURE/MALFUNCTION.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to maintain sufficient airspeed during the initial takeoff climb.

## Findings

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

### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

-----

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

### Findings

3. OBJECT - AIRPORT FACILITY

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40
<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>	357 hours (Total, all aircraft), 47 hours (Total, this make and model), 332 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3735E
<b>Model/Series:</b>	PA-36-300 PA-36-300	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	CARLSON AERIAL, INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	PT6A-6
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SLN, 1272 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 230°
<b>Temperature:</b>	22° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(K61)	<b>Destination:</b>	HASTINGS, NE (HSI)

## Airport Information

<b>Airport:</b>	MORITZ MEMORIAL (K61)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3610 ft / 60 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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): PAMELA S SULLIVAN      Adopted Date: 01/12/1995

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/>.

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.