



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SILER CITY, NC	<b>Accident Number:</b>	ATL95LA001
<b>Date &amp; Time:</b>	10/01/1994, 1150 EDT	<b>Registration:</b>	N2890W
<b>Aircraft:</b>	BEECH V35B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

ACCORDING TO THE PILOT, HE MADE A NORMAL TOUCHDOWN ON THE RUNWAY, AND LOST CONTROL OF THE AIRPLANE DURING THE LANDING ROLL. THE AIRPLANE VEERED OFF THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A SERIES OF DRAINAGE DITCHES. NO MECHANICAL PROBLEMS WERE REPORTED WITH THE AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL DURING LANDING ROLL.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
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Occurrence #2: OVERRUN  
Phase of Operation: LANDING - ROLL

### Findings

2. TERRAIN CONDITION - DITCH

## Factual Information

On October 1, 1994, at 1150 eastern daylight time, a Beech V35B, N2890W, veered off of the left side of runway 21 at the Siler City Municipal Airport, Siler City, North Carolina. The personal flight operated under the provisions of 14 CFR Part 91, without a flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage; the pilot and one passenger were not injured. The flight departed Annapolis, Maryland at 1030 hours.

According to the pilot, he made a normal touchdown on the paved runway, and lost control of the airplane during the landing roll. The airplane veered off the left side of the runway and collided with a series of ditches. No mechanical problems were reported with the airplane.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55, 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>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/16/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1487 hours (Total, all aircraft), 1182 hours (Total, this make and model), 1364 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N2890W
<b>Model/Series:</b>	V35B V35B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	D9510
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	07/23/1994, Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	12 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2599 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-BA10
<b>Registered Owner:</b>	KORNBAU, RAYMOND W.	<b>Rated Power:</b>	280 hp
<b>Operator:</b>	KORNBAU, RAYMOND W.	<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:	SOP, 461 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1155 EDT	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	ANNAPOLIS, MD (ANP)	Type of Flight Plan Filed:	None
Destination:	STAR, NC (43A)	Type of Clearance:	None
Departure Time:	1010 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	SILER CITY MUNICIPAL (5W8)	Runway Surface Type:	Asphalt
Airport Elevation:	614 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PIHILLIP POWELL,	Report Date:	03/27/1995
Additional Participating Persons:	PAUL T MCCORMICK; WINSTON SALEM, NC		
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:pubinq@ntsb.gov">pubinq@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](#).