



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Burns, OR	<b>Accident Number:</b>	SEA06CA059
<b>Date &amp; Time:</b>	03/03/2006, 1738 PST	<b>Registration:</b>	N3511V
<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

The pilot did not ensure that the snow that had accumulated on the aircraft both prior to and after he began the taxi sequence was fully removed from the aircraft's wings prior to takeoff. During the takeoff, the aircraft did not lift off as it normally does, and the takeoff roll ended up being longer than usual. Once the pilot got the aircraft in the air, it was not climbing at an acceptable rate, so the pilot retracted the landing gear because he thought that action would help the aircraft to climb. Soon after the landing gear was retracted, the aircraft settled back onto the runway, hit a runway light, and then slid off the departure end of the runway onto a snow and ice covered field. According to the pilot, the engine was producing full power and was running very smoothly.

## 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 clearance from the terrain during the takeoff sequence. Factors include his inadequate removal of snow and ice from the wings prior to takeoff, his improper decision to retract the landing gear before it had been positively determined that the aircraft would not settle back onto the runway, and snowy conditions both prior to and during the takeoff sequence.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

### Findings

1. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
2. (F) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
3. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. (F) WEATHER CONDITION - SNOW
5. (F) TERRAIN CONDITION - SOFT
6. (F) TERRAIN CONDITION - SNOW COVERED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	71, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	
<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>	
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3	<b>Last Medical Exam:</b>	02/01/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2259 hours (Total, all aircraft), 1800 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Beech	<b>Registration:</b>	N3511V
<b>Model/Series:</b>	V35B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	D-10353
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	IO-520-BB
<b>Registered Owner:</b>	Stannley Harris & Lester Snodgrass	<b>Rated Power:</b>	
<b>Operator:</b>	Stanley E. Harris	<b>Air Carrier Operating Certificate:</b>	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 1000 ft agl	Temperature/Dew Point:	
Lowest Ceiling:	Overcast / 1400 ft agl	Visibility	
Wind Speed/Gusts, Direction:		Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Burns, OR (KBNO)	Type of Flight Plan Filed:	IFR
Destination:	The Dalles, WA (KDLS)	Type of Clearance:	IFR
Departure Time:	PST	Type of Airspace:	

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	Orrin K Anderson	Adopted Date:	05/30/2006
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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.ntsb.gov/pubdms/">http://dms.ntsb.gov/pubdms/</a> .		

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