



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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 Soon after the landing gear was retracted, the aircraft settled back onto the runway, hit a runway light, and then slid off the departure end of the runway onto a snow and ice covered field.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

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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	71
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</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 Make:</b>	Beech	<b>Registration:</b>	N3511V
<b>Model/Series:</b>	V35B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Stanley E. Harris	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-520-BB
<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>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 1400 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>		<b>Visibility:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Burns, OR (KBNO)	<b>Destination:</b>	The Dalles, WA (KDLS)

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Runway Used:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Latitude, Longitude:</b>	43.591944, -118.955556		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Orrin K Anderson	<b>Adopted Date:</b>	05/30/2006
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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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