



Aviation Investigation Final Report

Location:	BURBANK, California	Accident Number:	LAX91FA139
Date & Time:	March 21, 1991, 06:51 Local	Registration:	N711RY
Aircraft:	BEECH 55	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

AFTER TRAVELING ABOUT 1,000 FT ON ITS TAKEOFF ROLL, THE AIRCRAFT WAS SEEN BY WITNESSES AS BEGINNING ITS ROTATION. TOWER PERSONNEL REPORTED THEY COULD SEE THE BELLY OF THE AIRCRAFT. THE AIRCRAFT ROLLED LEFT, ITS LEFT WING CONTACTED THE RUNWAY, AND IT CONTINUED TO AN INVERTED POSITION. THE AIRCRAFT SLID DOWN THE RUNWAY AND THEN VEERED OFF ON TO THE GRASS ON THE NORTH SIDE OF THE RUNWAY. THE AIRCRAFT CAME TO A REST, INVERTED, ABOUT 100 FT OFF THE RUNWAY AND ABOUT 1,380 FT FROM THE LOCATION WHERE THE TAKEOFF ROLL BEGAN. THE AIRCRAFT OPERATING HANDBOOK INDICATED THE NORMAL TAKEOFF DISTANCE TO THE POINT OF ROTATION AND LIFTOFF SHOULD BE BETWEEN 1,350 AND 1,400 FT. THIS DISTANCE WAS COMPUTED USING THE AIRCRAFT'S WEIGHT AND THE REPORTED WEATHER AT THE TIME OF THE ACCIDENT. A DEPARTING BOEING 737 WAS CLEARED FOR TAKEOFF ABOUT 5 MINUTES PRIOR TO THE ACCIDENT AIRCRAFT'S TAKEOFF ROLL ON THE OPPOSITE RUNWAY. THE WINDS WERE CALM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT MISJUDGED THE LIFTOFF SPEED, AND PREMATURELY ROTATED THE AIRCRAFT FOR TAKEOFF.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRSPEED(VLOF) - MISJUDGED - PILOT IN COMMAND
2. (C) ROTATION - PREMATURE - PILOT IN COMMAND
3. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	27,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 3, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1780 hours (Total, all aircraft), 32 hours (Total, this make and model), 1661 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N711RY
Model/Series:	55 55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	TE-345
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-C
Registered Owner:	ALVIN R. MOORMAN	Rated Power:	285 Horsepower
Operator:	PACIFIC AIR CHARTER	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	PCBA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BUR ,710 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	06:54 Local	Direction from Accident Site:	1°
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	SAN DIEGO , CA (MYF)	Type of Clearance:	IFR
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	BURBANK BUR	Runway Surface Type:	Asphalt
Airport Elevation:	775 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	6074 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): Childress, Richard

Additional Participating Persons: MICHAEL GRIMES; MOBILE , AL
EDDIE WEBBER; WITCHITA , KS
JIM PUCKETT; VAN NUYS , CA

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=26990>

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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](#).