



Aviation Investigation Final Report

Location:	BRADFORD, Pennsylvania	Accident Number:	NYC00LA066
Date & Time:	January 11, 2000, 07:15 Local	Registration:	N9103N
Aircraft:	Piper PA-46-310P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot applied anti-ice to the boot areas of the wings, before starting the engine. During the takeoff roll, two passengers observed snow flying off the outboard sections of the wings, but the snow remained adhered to the inboard sections of the wings. The airplane settled back onto the runway, overran the runway end, and struck a fence.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate ice/frost removal from the aircraft.

Findings

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

Findings

1. WEATHER CONDITION - SNOW
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Factual Information

On January 11, 2000, about 0715 Eastern Standard Time, a Piper PA-46-310P, N9103N, was substantially damaged during takeoff from Bradford Regional Airport (BFD), Bradford, Pennsylvania. The certificated commercial pilot and three passengers were not injured. Instrument meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the personal flight destined for Concord Regional Airport, Concord, North Carolina. The flight was conducted under 14 CFR Part 91.

The pilot stated that when he arrived at the airport, there was a light snowfall. He applied anti-ice to the boot areas of the wings, before starting the engine. As he taxied to Runway 23, the snowfall increased. The pilot initiated a takeoff roll and rotated, but the airplane ascended a few feet, "...then stalled back onto the runway." It overran the runway, and the right wing struck a mound of dirt. The right wing separated from the airplane, and caught fire. The left wing struck a fence post, and the airplane came to rest approximately 320 feet beyond the fence post. The pilot added that he did not notice snow on the wings. However, two of the passengers later told him that during the takeoff roll, snow was flying off the outboard sections of the wings, but remained adhered to the inboard sections of the wings.

Examination of the wreckage by a Federal Aviation Administration Inspector did not reveal any pre-impact mechanical malfunctions, nor did the pilot report any.

The reported weather at BFD, at 0708 was: wind from 260 degrees at 6 knots; visibility 1.25 statute miles; light snow; mist; ceiling 700 feet overcast; temperature 34 degrees Fahrenheit; dewpoint 30 degrees; altimeter 29.40 inches of Hg.

Pilot Information

Certificate:	Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 22, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6300 hours (Total, all aircraft), 1100 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9103N
Model/Series:	PA-46-310P PA-46-310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	460821
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 10, 2000 Annual	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520
Registered Owner:	OLEAN KEYSTONE TOOL & DIE	Rated Power:	310 Horsepower
Operator:	ROBERT T HARRIS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	BFD ,2143 ft msl	Distance from Accident Site:	
Observation Time:	07:08 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	1.25 miles
Lowest Ceiling:	Overcast / 700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C
Precipitation and Obscuration:	Light - None - Snow		
Departure Point:	(BFD)	Type of Flight Plan Filed:	IFR
Destination:	CONCORD , NC (JQF)	Type of Clearance:	IFR
Departure Time:	07:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	BRADFORD REGIONAL AIRPORT BFD	Runway Surface Type:	Asphalt
Airport Elevation:	2143 ft msl	Runway Surface Condition:	Snow
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	4500 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	41.029796,-78.320259(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	FRED REEB; ALLEGHENY, PA
Original Publish Date:	November 29, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=48483

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