



Aviation Investigation Final Report

Location:	Middletown, California	Accident Number:	LAX03LA082
Date & Time:	February 4, 2003, 07:55 Local	Registration:	N3361C
Aircraft:	Beech F35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane collided with a fence and a house during takeoff. The run-up was normal and he added power for takeoff on the 1,600-foot-long dirt runway. During the takeoff roll, one wheel drifted into softer dirt on the edge of the runway; as a result, the airplane slowed. The pilot maneuvered the airplane back to the runway and realized he was close to a barbed wire fence. He pulled back on the yoke but the main tires hit the top wire. Shortly thereafter, the airplane impacted a house.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain an adequate takeoff airspeed and failure to abort the takeoff when the lack of acceleration was apparent.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. OBJECT - FENCE
2. OBJECT - RESIDENCE
3. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SHORT RUNWAY/LANDING AREA
4. (F) TERRAIN CONDITION - SOFT

5. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On February 4, 2003, about 0755 Pacific standard time, a Beech F35, N3361C, collided with a fence and a house during takeoff from a private dirt airstrip near Middleton, California. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The commercial pilot, the sole occupant, sustained minor injuries; the airplane sustained substantial damage. Visual meteorological conditions prevailed and no flight plan had been filed. The personal cross-country flight was en route to Ukiah, California.

The pilot reported that he was flying to work from a 1,600-foot-long private, dirt strip. The run-up was normal and he added power for takeoff. During the takeoff roll, one wheel drifted into softer dirt on the edge of the runway; as a result, the airplane slowed. The pilot maneuvered the airplane back to the runway and realized he was close to a barbed wire fence. He pulled back on the yoke but the main tires hit the top wire. Shortly thereafter, the airplane impacted a house.

Pilot Information

Certificate:	Commercial	Age:	42, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 29, 2001
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	January 24, 2002
Flight Time:	2470 hours (Total, all aircraft), 450 hours (Total, this make and model), 2470 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3361C
Model/Series:	F35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D4028
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 1, 2002 Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	111 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5608 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BA
Registered Owner:	Daniel R. Leigh	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSTS, 125 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Scattered / 100 ft AGL	Visibility:	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	0°C / 0°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	Middletown, CA (PVT)	Type of Flight Plan Filed:	None
Destination:	Ukiah, CA (UKI)	Type of Clearance:	None
Departure Time:	07:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	Spooner Ranch PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	1150 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	1600 ft / 20 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	38.733333,-122.583335

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Don Meeks; Federal Aviation Administration; Sacramento, CA
Original Publish Date:	September 1, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=56446

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