

On Friday November 17th I Council Mitchell flew to KSVH from KMLJ in my Barron B-55 N592SS for a flight review with Joe Irwin. Joe had done a flight review with me approximately two years earlier when I purchased the airplane through Carolina Aircraft. The review was very thorough and I felt comfortable in the airplane so I wanted to use him again.

That morning I checked the weather on line and had filed an IFR Flight plan on flightplan.com the night before. I arrived at SVH just before 10:00 am. The weather was perfect VFR. Joe met me at the FBO. We spent about an hour at the FBO going over emergency procedures and specifics about the B-55 Baron.

We departed SVH at about 11:00 am climbed to an altitude of 5500 feet and proceeded to do maneuvers including steep turns , stalls , slow flight and simulated single engine flight. We then proceeded to RUQ and practiced an ILS approach to Runway 20. Then we did an RNAV approach to RWY 02 simulated single engine. After a full stop landing we departed RUQ on runway 2, short field take off and Flew back to SVH. We made an ILS approach to runway 28 and circle to land runway 10.

Upon landing on runway 10, Joe instructed me to go again. I raised the flaps and slowly applied full power on both throttles. Airplane responded smoothly both engines producing full power. I called out redline at 80 knots and rotated the airplane at just above 90 knots IAS. The airplane lifted off and began a positive rate of climb. At that time, the airplane yawed hard to the left and I noticed a change in sound. I applied hard right rudder and aileron with little effect on direction I estimate we were about 30 feet AGL. The airplane began to slow and descend we made contact with the ground on the left side of the runway, bounced across a ditch making impact with the other side of ditch bank and skidding to a stop on the edge of the taxi way. I immediately checked to see if Joe was OK, shut down all electrical, mags, fuel selectors off and we exited the airplane and moved away.