



NATIONAL TRANSPORTATION SAFETY BOARD

**Office of Aviation Safety
Western Pacific Region**

SITE and ON-SCENE INFORMATION

**NTSB Accident: WPR17LA064
Accident Date: February 23, 2017**

This document contains 3 embedded images

A. ACCIDENT

Location: Stevensville, MT
Date: February 23, 2017
Aircraft: Beech A36TC, N3803J, Serial # EA-171
NTSB IIC: Michael Huhn

B. SUMMARY

On February 23, 2017, about 1300 Mountain standard time, a Beechcraft A36TC, N3803J, was substantially damaged when it impacted terrain shortly after takeoff from Stevensville Airport (32S), Stevensville, Montana. The private pilot and his passenger received minor injuries. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed.

Initial responders included Stevensville Police and FAA personnel. All components were located on scene.

The airplane was recovered and secured in a third party hangar, where it was subsequently examined by NTSB and Continental Motors investigators. Those examination results are documented separately.

No evidence consistent with in-flight engine or structural failure was observed.

C. RESPONSE and SITE LOCATION INFORMATION

1.0 Response

- The accident occurred about 1300 Mountain Standard time
- First responders arrived on scene very shortly thereafter
- FAA representatives examined the wreckage the day after the accident

2.0 Location

- The pilot had attempted to take off from runway 12
- The airplane struck level terrain adjoining the south side of the runway. Ground scars indicated that the airplane traveled only a few hundred feet after initial ground contact
- The airplane came to rest upright, on an approximate heading of about 150 degrees
- The airplane came to rest about 300 feet from the runway centerline, and approximately 3,500 feet along the runway from the 12 threshold end, or about 300 feet prior to the 30 threshold end.

D. WRECKAGE INFORMATION

- The nose and left main landing gear were completely fracture-separated from the airplane
- The right main landing gear was partially separated
- The engine mount was partially separated from the firewall, and the cowling and propeller were significantly damaged.
- The wings and tail aero surfaces all remained attached to the fuselage
- Both wingtip fuel tanks were fractured, and the left wing leading edge incurred crush damage
- The fuselage exhibited some crush, twist and wrinkling deformation, but retained the cabin occupiable volume
- The front seats remained attached to their mounts, and the occupant restraint belts remained intact
- There was no fire
- The flaps were observed to be in the fully retracted position

- The aft, club-seating arrangement cabin was reported to be "full" by first responders. At the request of the NTSB, the personal effects and baggage were recovered from the wreckage and weighed by the first responders.
 - The weighed items (absent two items previously removed by the pilot) were observed to weigh 285 lbs
 - The two items removed by the pilot were estimated to weigh about 68 lbs total

E. IMAGES & PHOTOGRAPHS (Courtesy Stevensville PD)



Figure 1 - Left View



Figure 2 - Aft View

DIRECTION
171 deg(T)

46.52218°N
114.04920°W

ACCURACY 16 ft
DATUM WGS84



Figure 3 - Ground Scar