



Aviation Investigation Final Report

Location:	Gulf Shores, Alabama	Accident Number:	ERA26LA117
Date & Time:	February 17, 2026, 12:30 Local	Registration:	N35KA
Aircraft:	Beech V35	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the takeoff he inadvertently retracted the landing gear prior to establishing a positive rate of climb. The pilot initially tried to continue the takeoff, and the airplane briefly became airborne before he then elected to reject the takeoff and land on the remaining runway. The airplane came to rest on its on the underside of the fuselage with the landing gear retracted, resulting in substantial damage to the fuselage. The pilot reported that there were no pre-accident mechanical malfunctions or failures with the airplane that would have precluded normal operations.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s failure to establish a positive rate of climb before retracting the landing gear, which resulted in abnormal runway contact during the takeoff roll.

Findings

Aircraft	Landing gear selector - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Takeoff	Landing gear collapse (Defining event)
Takeoff	Abnormal runway contact

Pilot Information

Certificate:	Private	Age:	73, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 19, 2025
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 21, 2025
Flight Time:	3195 hours (Total, all aircraft), 719 hours (Total, this make and model), 3195 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N35KA
Model/Series:	V35 B	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-10231
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 11, 2025 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6658 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-550-B5F
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	JKA, 16 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:55 Local	Direction from Accident Site:	313°
Lowest Cloud Condition:	Few / 1500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 3800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	20°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gulf Shores, AL	Type of Flight Plan Filed:	IFR
Destination:	Searcy, AR (SRC)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	Gulf Shores International Airport/Jack Edwards Field JKA	Runway Surface Type:	Asphalt
Airport Elevation:	17 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	6962 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	30.290313,-87.671157(est)

Administrative Information

Investigator In Charge (IIC):	Gottschalk, Bradley
Additional Participating Persons:	Noah Garst; FAA/FSDO ; BHM, AL
Original Publish Date:	June 17, 2026
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=202457

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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](#).