



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Mount Airy, NC	<b>Accident Number:</b>	ATL03FA052
<b>Date &amp; Time:</b>	03/01/2003, 1930 EST	<b>Registration:</b>	N343BA
<b>Aircraft:</b>	Beech BE-36A	<b>Injuries:</b>	5 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the airport manager, the instrument flight collided with the ground shortly after takeoff. Weather at the time of the accident was wind calm, visibility two statute miles, drizzle, ceiling overcast 500 feet, temperature eight degrees Celsius, dew point six degrees Celsius, altimeter 30.00 inches of mercury. Examination of the wreckage site found that the airplane had collided with terrain on the south side of an east-west oriented hill, in a near vertical nose-down attitude. The engine and forward cabin had penetrated the ground to a depth of about eight feet. The wreckage examination failed to disclose anomalies with the airframe or systems.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots failure to maintain control of the aircraft due to spatial disorientation. A factor was low clouds.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

### Findings

4. TERRAIN CONDITION - GROUND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	32
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	712 hours (Total, all aircraft), 272 hours (Total, this make and model), 653 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N343BA
<b>Model/Series:</b>	BE-36A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Oscar Nathan Harris II	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-550
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	MWK, 1247 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>	8° C	<b>Visibility</b>	2 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Mount Airy, NC (MWK)	<b>Destination:</b>	Elizabethtown, NC (EYF)

## Airport Information

<b>Airport:</b>	Mount Airy/Surry County (MWK)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	4300 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	4 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	36.427500, -80.558056		

## Administrative Information

**Investigator In Charge (IIC):** Butch Wilson

**Adopted Date:** 12/28/2004

**Investigation Docket:** NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.