



National Transportation Safety Board Aviation Accident Data Summary

Location:	N Myrtle Beach, SC	Accident Number:	ATL06FA044
Date & Time:	02/03/2006, 2045 EST	Registration:	N266EB
Aircraft:	Beech 200	Injuries:	6 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The multi-engine airplane rolled inverted and dove into the ground on a landing approach. According to witnesses, the airplane made two approaches to runway 23. During the first approach the airplane was observed, "fish tailing" while about 30' feet over the runway. The airplane appeared to regain control and continued flying over the runway until passing the air traffic control tower, at which time the airplane began a climbing left turn. The witnesses stated that they heard the pilot tell the air traffic controller that he was doing a go-around. The controller asked the pilot if he had problems with the sea fog. The pilot responded back to the controller "no that his left engine kept power up a little too much and would not come back." The witnesses observed the airplane circle the airport to the left, and watched it line up on runway 23 for the second time. The witnesses stated that as the airplane descended to the runway and without any indication of trouble, the airplane "climbed and rolled left, went inverted and nosed down into the grass to the left of the runway and burst into flames."

Examination of the airplane, airplane systems, engines, and propellers found no abnormal pre-impact conditions that would have interfered with the normal operation of the airplane. No recorded radar data for the flight was located that captured the airplane's two attempted landings. Information contained in the Super King Air 200 Pilot's Operating Handbook (POH) and FAA Approved Flight Manual (AFM) showed the stall speed with gear extended, 40-degrees flaps, and zero bank angle as 84 knots Indicated Air Speed.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control during landing approach for undetermined reasons.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED - PILOT IN COMMAND

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

Findings

2. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	49
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	3400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N266EB
Model/Series:	200	Engines:	2 Turbo Prop
Operator:	Jon Kraut	Engine Manufacturer:	Pratt & Whitney Canada
Operating Certificate(s) Held:	None	Engine Model/Series:	PT-6A-41
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	CRE, 32 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , 150°
Temperature:	13°C	Visibility	7 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Trenton, NJ (KTTN)	Destination:	N Myrtle Beach, SC (KCRE)

Airport Information

Airport:	Grand Strand (CRE)	Runway Surface Type:	Asphalt
Runway Used:	23	Runway Surface Condition:	Dry
Runway Length/Width:	5996 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	33.816667, -78.728889		

Administrative Information

Investigator In Charge (IIC): Butch Wilson

Adopted Date: 06/27/2007

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, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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