



National Transportation Safety Board Aviation Accident Data Summary

Location:	Elizabethton, TN	Accident Number:	MIA07FA137
Date & Time:	09/01/2007, 1033 EDT	Registration:	N326DK
Aircraft:	BEECH A36	Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The Beech A36 airplane was approximately 0.95 inch aft of the aft center of gravity (CG) limit at the start of the flight, which was destined for an airport approximately 20 nautical miles north-northeast of the departure airport. Mountainous terrain at an elevation of 4,321 feet mean sea level (msl) was noted between the departure and destination airports. The flight departed from runway 06, and by witness accounts the airplane became airborne 2/3 down the 4,529 foot-long runway, and was noted to be only 75 to 100 feet above ground level (agl) at a point approximately 1,500 feet past the departure end of the runway. Witnesses also reported the airplane was flying slow in a steep climb attitude with the landing gear retracted, and there was no unusual engine sounds heard. The flight continued on a northeasterly heading, where another witness located in mountainous terrain about 1 mile southwest of the crash site location noted the airplane flying only 2-3 times the height of the tree tops, or an estimated 200 to 250 feet agl. That witness reported the engine sounded like it was a larger engine, and he did not hear any missing or sputtering from it. The airplane impacted up sloping terrain during daylight hours at an elevation of 3,400 feet msl, approximately 5.38 miles northeast from the departure end of runway 06. There were no known witnesses to the crash. Impact and a postcrash fire destroyed the airplane. Examination of the airframe and flight controls revealed no evidence of preimpact failure or malfunction. Examination of the engine, engine systems, and propeller also revealed no evidence of preimpact failure or malfunction.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The poor in-flight planning by the pilot-in-command for flying towards rising terrain with inadequate clearance.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CLIMB

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. (C) CLEARANCE - INADEQUATE - PILOT IN COMMAND

Pilot Information

Certificate:	Commercial	Age:	50
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1924 hours (Total, all aircraft), 47 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N326DK
Model/Series:	A36	Engines:	1 Reciprocating
Operator:	Victor J. Osborne, Jr.	Engine Manufacturer:	Teledyne Continental Motors
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-550-B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	0A9, 1593 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	8 knots / , 70°
Temperature:	24° C	Visibility	9 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Elizabethton, TN (0A9)	Destination:	Abingdon, VA (VJ1)

Airport Information

Airport:	Elizabethton Municipal Airport (0A9)	Runway Surface Type:	Asphalt
Runway Used:	06	Runway Surface Condition:	Dry
Runway Length/Width:	4529 ft / 70 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	36.433611, -82.102778		

Administrative Information

Investigator In Charge (IIC): Timothy W Monville

Adopted Date: 11/25/2008

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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