



National Transportation Safety Board Aviation Accident Data Summary

Location:	Orange, TX	Accident Number:	CEN15FA214
Date & Time:	05/02/2015, 1015 CDT	Registration:	N5176C
Aircraft:	BEECH B35	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

Shortly after the private pilot and flight instructor took off on a local training flight several witnesses reported seeing the airplane's wings rocking back and forth just before the airplane struck power lines and then terrain. None of these witnesses reported hearing a loss of engine power. Neither of the pilots recalled the events leading up to the accident or the accident itself.

Witness marks on the airplane and propeller were consistent with an impact with power lines. Signatures on the propeller were consistent with little to no engine power at the time of the impact with the power lines; however, investigators were unable to determine if the pilot reduced engine power, or if the engine lost power, before impact. An examination of the airframe and engine revealed no preimpact anomalies that would have precluded normal operation.

The airplane was determined to be 100 lbs over gross weight (about 2,751 lbs) at the time of takeoff. Calculations using the airplane's performance charts and the weather conditions that existed at the time of the accident indicated that the airplane had sufficient runway available to clear a 50-ft obstacle at a gross weight of 2,600 pounds. It is unknown how significantly the airplane's overweight condition would have impacted the airplane's climb performance.

Flight Events

Initial climb - Loss of engine power (total)

Emergency descent - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The impact with power lines for reasons that could not be determined based on the available information.

Findings

Environmental issues-Physical environment-Object/animal/substance-Wire-Not specified - C
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Private	Age:	64
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	891.6 hours (Total, all aircraft), 5.8 hours (Total, this make and model), 5.8 hours (Last 90 days, all aircraft), 5.8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Flight Instructor Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	66
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	(Estimated) 15620 hours (Total, all aircraft), 5.8 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N5176C
Model/Series:	B35 NO SERIES	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Teledine Continental Motors
Air Carrier Operating Certificate:	None	Engine Model/Series:	E-225-8
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KORG, 13 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	3 knots, 340°
Temperature:	25° C / 12° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Orange, TX (KORG)	Destination:	Orange, TX (KORG)

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi	Adopted Date:	07/12/2016
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91118		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.