



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Siler City, NC	Accident Number:	ERA15LA231
Date & Time:	06/02/2015, 0800 EDT	Registration:	N985K
Aircraft:	BEECH A36	Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

On June 2, 2015, about 0800 eastern daylight time, a Beech A36, N985K, was substantially damaged when it impacted terrain while attempting to land at Siler City Municipal Airport (SCR), Siler City, North Carolina. The private pilot was seriously injured, and the commercial pilot-rated passenger was fatally injured. Instrument meteorological conditions prevailed, and no flight plan was filed for the flight, which originated from Moore County Airport (SOP), Pinehurst, North Carolina. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.

According to a friend of the pilots, the purpose of the accident flight was to reposition the airplane in order to have maintenance performed on the alternator. The accident airplane departed from SOP, and due to concerns related to the airplane's electrical system, the pilots kept the landing gear extended for the duration of the flight. The friend departed SOP a short time later in his own airplane, and arrived in the area of SCR prior to the accident airplane. The friend recalled that the airport's automated weather observation system was reporting a visibility of 7 statute miles, scattered clouds at 400 feet, and an overcast ceiling at 9,000 feet. He also reported that a "haze" layer was present near the north side of the airport that was not present toward the south. The friend subsequently maneuvered his airplane so that the accident airplane could enter the traffic pattern and land first.

The accident airplane initially entered the traffic pattern on a downwind leg for landing on runway 22, but upon noting the haze to the north, the pilots announced that they would transition over top of the airport to a left downwind for landing on runway 4. The friend intermittently observed the accident airplane as it maneuvered, and noted that while on the downwind-to-base turn to the runway, the airplane was in close proximity to the runway, in a left bank and nose-high attitude. When he next saw the airplane, it was in a nose-down attitude, heading toward a stand of trees that bordered the runway's east side, short of the runway threshold. The friend did not observe the impact, but when he did not receive a reply to his inquiries as to their position, assumed that the airplane had crashed. He subsequently orbited the area where he last observed the airplane and located the accident site. He then landed his own airplane, contacted emergency services, and proceeded to the accident site in order to render assistance.

The pilot seated in the left front seat held a private pilot certificate with a rating for airplane single engine land. He held a Federal Aviation Administration (FAA) third-class medical certificate, which was issued in June 2014. On the application for that certificate, he reported 1,430 total hours of flight experience. The pilot-rated passenger seated in the right front seat held a commercial pilot certificate with ratings for airplane single and multi-engine land, and instrument airplane, as well as a flight instructor certificate with ratings for airplane single and multi-engine land, and instrument airplane. According to the friend, she was not operating in the capacity of a flight instructor on the accident flight. She held an FAA second-class medical certificate, which was issued in September 2014, and on the application for that certificate, she reported 4,900 total hours of flight experience.

An FAA inspector examined the airplane at the accident site and identified the initial impact point as a tree located about 500 feet southeast of the runway 4 approach threshold, about 300 feet southeast of the extended runway centerline. The wreckage came to rest about 65 feet from the initial impact point, on a 65-degree magnetic bearing. First responders advised the inspectors of an odor of fuel at the accident site, but that there was no post-impact fire. The wreckage was recovered, and a detailed examination was scheduled for a later date.

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N985K
Model/Series:	A36	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	BHB OF THE SANDHILLS LLC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KSCR, 614 ft msl	Observation Time:	1155 UTC
Lowest Cloud Condition:		Conditions at Accident Site:	Instrument Conditions
Lowest Ceiling:	Broken / 200 ft agl	Temperature/Dew Point:	19° C / 19° C
Wind Speed/Gusts, Direction:	Calm	Visibility	7 Miles
Altimeter Setting:	30.04 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	PINEHURST/SOUTHERN PINES, NC (SOP)	Destination:	Siler City, NC (SCR)

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious		

Administrative Information

Investigator In Charge (IIC):	Dennis Diaz
Additional Participating Persons:	Cecil J Land; FAA/FSDO; Greensboro, NC
Note:	The NTSB did not travel to the scene of this accident.