



National Transportation Safety Board Aviation Accident Data Summary

Location:	Pottsville, AR	Accident Number:	CEN16FA024
Date & Time:	10/29/2015, 0754 CDT	Registration:	N3BE
Aircraft:	RAYTHEON AIRCRAFT COMPANY A36	Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot and three passengers departed on an instrument flight rules (IFR) flight in instrument meteorological conditions that included a ceiling of 200 ft agl. About 1 mile from the departure end of the runway, the airplane impacted a ridge that was 216 ft above the airport's elevation. Examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. Damage to the airplane and to the trees at the accident site was consistent with controlled flight into terrain with the engine operating at a high power setting. Performance calculations indicated that the airplane had the capability to attain and maintain the minimum required IFR departure climb rate to safely clear terrain on takeoff from the departure runway.

Toxicology tests identified terazosin in the pilot's blood, as well as pravastatin, ranitidine, terazosin, and salicylate in urine; however, these medications do not cause drowsiness or affect judgment or executive function and are not considered impairing. Although the pilot had history of arrhythmia and his autopsy found one area of severe coronary artery disease, it is unlikely these medical conditions contributed to the accident sequence.

Flight Events

Initial climb - Controlled flight into terr/obj (CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain a sufficient climb rate during departure in instrument meteorological conditions, which resulted in controlled flight into terrain.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Climb rate-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Personnel issues-Task performance-Workload management-(general)-Pilot - C

Pilot Information

Certificate:	Commercial	Age:	65
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	(Estimated) 12716 hours (Total, all aircraft), 2000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	RAYTHEON AIRCRAFT COMPANY	Registration:	N3BE
Model/Series:	A36 UNDESIGNAT	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Continental Motors
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-550/684769
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRUE, 403 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 200 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	12° C	Visibility	4 Miles
Precipitation and Obscuration:	Moderate - Mist		
Departure Point:	Russellville, AR (KRUE)	Destination:	Knoxville, TN (KTYS)

Airport Information

Airport:	RUSSELLVILLE RGNL (RUE)	Runway Surface Type:	Asphalt
Runway Used:	07	Runway Surface Condition:	Dry
Runway Length/Width:	5094 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	35.265000, -93.065278		

Administrative Information

Investigator In Charge (IIC):	Michael J Folkerts	Adopted Date:	05/16/2017
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92254		

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.