



Aviation Investigation Final Report

Location:	ATKINS, Arkansas	Accident Number:	FTW96FA100
Date & Time:	January 21, 1996, 11:32 Local	Registration:	N3010W
Aircraft:	Beech 58	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The instrument rated private pilot was operating a multiengine airplane for which he was restricted to VFR only. On a day VFR cross-country flight, he continued towards his destination airport after encountering clouds and fog. The airplane wreckage was found approximately 350 feet beyond the crest of Crow Mountain, about 7.12 nautical miles east of the destination airport. A postimpact fire destroyed the airplane. Residents in the area of the accident site, reported the weather was foggy with a visibility of 100 feet to 1/4 mile. Examination of the airplane and engine did not disclose any preimpact structural or mechanical anomaly.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Continued flight by the pilot into instrument meteorological conditions (IMC), and his failure to maintain sufficient altitude above mountainous/hilly terrain. Factors relating to the accident were: low ceiling, fog, and high terrain in the area of the accident.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: DESCENT

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG

- 3. (F) WEATHER CONDITION - OBSCURATION
- 4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT

Findings

- 5. (F) TERRAIN CONDITION - HIGH TERRAIN
- 6. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 7. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

- 8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

HISTORY OF FLIGHT

On January 21, 1996, at 1132 central standard time, a Beech 58, N3010W, registered to and operated by a private owner as a 14 CFR Part 91 personal flight, collided with the terrain while descending near Atkins, Arkansas. Instrument meteorological conditions prevailed, and a flight plan was not filed. The airplane was destroyed by impact with terrain and a post crash fire. The instrument rated private pilot and his 3 passengers were fatally injured. The flight originated from Millington, Tennessee, approximately 1034.

According to Memphis Center, the airplane was provided VFR traffic advisories while in cruise flight en route to Russellville, Arkansas. The last radio communication from the flight was at 1730, approximately 7.4 nautical miles east of the Russellville Airport at an altitude of 1,300 feet MSL.

Residents reported fog with visibility ranging from 100 feet to 1/4 mile in the area. The wreckage of the airplane was found approximately 350 feet beyond the crest of Crow Mountain, at an elevation of 1,090 feet, approximately 7.12 nautical miles east of the airport.

PERSONNEL INFORMATION

The pilot possessed an instrument rating limited to single engine airplanes. On March 29, 1995, the pilot received a multi engine rating restricted to "VFR only". This rating meets the requirement of a biennial flight review. The pilot's log book was not located, therefore, instrument, single engine or multi engine flight time flown could not be determined. FAA records indicate the pilot reported having accrued 300 total flight hours on his application for a class two medical examination, dated February 20, 1995.

AIRCRAFT INFORMATION

The aircraft was registered to the pilot on December 6, 1994. The aircraft's airframe and engine log books were not located. At the request of the pilot, the aircraft was last fueled with 126.3 gallons of 100LL fuel on January 20, 1996.

METEOROLOGICAL INFORMATION

A line manager at a FBO at Russellville Municipal Airport reported receiving a radio transmission over the local Unicom frequency at about 1130 from an unidentified pilot who was "20 minutes out." The pilot requested the weather at the airport, and was informed of the foggy conditions. The line manager further reported that, at 1243, the ASOS reported weather

was 300 feet overcast, 7 miles visibility, temperature 30 degrees, wind 100 degrees at 4 knots, and the altimeter was 30.38.

COMMUNICATIONS

Following takeoff from Millington, the pilot established initial contact with Memphis Center at 1647, and reported level at 4,500 feet. At 1727, the pilot requested to start a descent into Russellville. At 1730, Memphis Center terminated radar services, and approved a change to Russellville advisory frequency. The pilot replied "one zero whiskey roger." There were no further radio communications from the pilot. (See enclosed radar flight path charts, instrument approach procedure plate, and communications transcripts.)

WRECKAGE AND IMPACT INFORMATION

The main wreckage was located approximately 35 degrees 16.8 minutes north latitude and 92 degrees 57.04 minutes west longitude. The terrain along the wreckage path was heavily wooded and uneven.

Total wreckage distribution, including trees and ground scar, encompassed a linear rectangular area of 420 feet long and 60 feet wide on a centerline heading of 260 degrees magnetic. Evidence along the flight path indicated that the airplane descended through trees for 290 feet until it impacted the ground. The cockpit, cabin, and fuselage were destroyed by a postimpact fire. See wreckage diagram.

Both engines were separated from the airframe, and both propellers were separated from their respective engine. One of the right engine propeller blades exhibited "S" bending and the other blade exhibited forward bending. One of the left engine propeller blades exhibited forward bending and the other blade exhibited twisting.

Examination of the airframe and engines did not disclose any pre-mishap discrepancies. Due to the extent of damage, flight control continuity could not be established.

MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy was performed by pathologist Frank J. Peretti, M.D., at the Arkansas State Crime Laboratory, Little Rock, Arkansas. Toxicology findings were negative.

ADDITIONAL INFORMATION

The airplane wreckage was released to the owner's representative.

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 20, 1995
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	300 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3010W
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-363
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 13, 1995 Annual	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-C
Registered Owner:	JACKSON U. EVERTS	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	0.1 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	MILLINGTON , TN (2M8)	Type of Flight Plan Filed:	None
Destination:	RUSSELLVILLE , AR (MO6)	Type of Clearance:	VFR on top
Departure Time:	10:34 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

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
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	EARL D NEWBERRY; LITTLE ROCK , AR JOHN T KENT; MOBILE , AL JAMES E STERMER; WICHITA , KS
Original Publish Date:	September 3, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=19621

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