



Aviation Investigation Final Report

Location:	CLARKSVILLE, Tennessee	Accident Number:	ATL00LA074
Date & Time:	August 2, 2000, 06:40 Local	Registration:	N86BC
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane collided with a tree during a climb-out from a missed approach. The pilot declared an emergency, and the controller provided the pilot with vectors to another airport 4.4 nautical miles southwest; however, prior to reaching the second airport, the airplane's engine lost power. The airplane collided with the ground and nosed over during an off-airport forced landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to follow published instrument approach procedures, and collided with a tree while executing a missed approach. Factors were low clouds, fog and a tree.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 2. (F) OBJECT - TREE(S)
 3. (F) WEATHER CONDITION - CLOUDS
 4. (F) WEATHER CONDITION - FOG
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

5. FUEL SYSTEM, TANK - LEAK

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Factual Information

On August 2, 2000, about 0640 central daylight time (CDT), a Beech A36, N86BC, was substantially damaged when it collided with the ground after impacting a tree during a missed approach to runway 35 at Outlaw Field in Clarksville, Tennessee. The airplane was destroyed and the instrument-rated private pilot and one passenger received serious injuries. An instrument flight plan was filed for the personal flight being conducted under Title 14 CFR Part 91. Instrument meteorological conditions prevailed in the area. The flight departed Dekalb/Peachtree Airport in Chamblee, Georgia, at 0600 eastern daylight time (EDT).

According to the pilot, at approximately 0620 EDT while en route to Outlaw Field, he requested radar vectors from Fort Campbell Approach Control for the localizer 35 approach into Outlaw Field. According to radio transcripts, the controller advised the pilot on several occasions during the approach that the airplane was to the right of the localizer approach course, to which the pilot acknowledged. After initiating the approach, the pilot stated that at 0630, he visually identified the runway threshold; however, the airplane's altitude was "to[o] high to make [a] safe landing," and he initiated the published missed approach procedure.

According to the pilot, during climb out, the airplane struck a tree and he declared an emergency. The controller advised the pilot to fly a heading of 180 degrees and to maintain 2,500 feet above mean sea level. The pilot responded, "We're trying, we can't get up... we're coming out of the mist here." The controller attempted to provide vectors to Sabre Army Heliport, located 4.4 nautical miles to the southwest; however, approximately one mile from the heliport, the engine quit. The airplane collided with the ground, then nosed over. Following impact, a fire initiated in the left wing area.

A postaccident examination of the airplane was conducted by an FAA inspector. The fuel tank on the left wing was ruptured. The fuel selector was set to the left main fuel tank. The NAV I navigational frequency was set to 110.6 MHz, which is the VOR (Very High Frequency Omnidirectional Range) located 800 feet to the right of runway 35 and 500 feet south of runway 5/23. The localizer frequency is 111.7 MHz, and is aligned with runway 35. According to radar data, the airplane's radar track indicated the airplane was aligned with the VOR antenna during the approach, and the airplane flew directly over the VOR just prior to the pilot initiating the missed approach procedure.

According to the pilot, there were no mechanical malfunctions with the airplane.

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-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:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 31, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	611 hours (Total, all aircraft), 345 hours (Total, this make and model), 37 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N86BC
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2166
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-550-B
Registered Owner:	BONANZA FIVE INC.	Rated Power:	300 Horsepower
Operator:	DAVID A. ORDNER	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:	Dawn
Observation Facility, Elevation:	HOP ,573 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	06:55 Local	Direction from Accident Site:	290°
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	Broken / 700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 20°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	CHAMBLEE , GA (PDK)	Type of Flight Plan Filed:	IFR
Destination:	(CKV)	Type of Clearance:	IFR
Departure Time:	06:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	CLARKSVILLE OUTLAW FIELD CKV	Runway Surface Type:	Asphalt
Airport Elevation:	550 ft msl	Runway Surface Condition:	
Runway Used:	35	IFR Approach:	Localizer only
Runway Length/Width:	6000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	36.559623,-87.340065(est)

Administrative Information

Investigator In Charge (IIC):	Scott, B. beach
Additional Participating Persons:	KEITH STEM; NASHVILLE , TN
Original Publish Date:	April 6, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49887

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).