



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Andrews, NC	Accident Number:	ERA22FA001
Date & Time:	October 3, 2021, 19:48 Local	Registration:	N876T
Aircraft:	Beech S35	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

On October 3, 2021, about 1948 eastern daylight time, a Beech S35, N876T, was destroyed when it was involved in an accident near Andrews, North Carolina. The private pilot and one passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot, who purchased the airplane in June 2021, was performing a cross-country flight that originated at Liberty Municipal Airport (T78), Liberty, Texas, about 1234 with the intended destination of Macon County Airport (1A5), Franklin, North Carolina. Due to weather conditions, the pilot diverted to Western Carolina Regional Airport (RHP) in Andrews. A witness on the ramp, who was also a pilot, reported that the accident pilot entered the left downwind of the traffic pattern for runway 8 from the east and flew north of the runway; however, the published traffic pattern for runway 8 was right-hand traffic due to rising terrain north of the runway. The witness further reported that the pilot's first approach was too fast, and he performed a go-around. The pilot continued to fly a left traffic pattern and landed on his second attempt.

While on the ground at RHP, the pilot purchased 60 gallons of 100 low lead aviation fuel, received a weather briefing through Leidos, and filed an instrument flight rules flight plan to Lancaster Airport (LNS), Lancaster, Pennsylvania.

Takeoff minimums and obstacle departure procedures for RHP (an uncontrolled airport) required pilots to remain within 3 nautical miles of the airport while climbing in visual conditions to cross the airport westbound at or above 4,900 ft mean sea level (msl). Then climb to 7,000 ft on a heading of 251° to the Harris (HRS) VORTAC 356° radial to HRS before proceeding on course. The procedure is not authorized at night.

Review of preliminary FAA Automatic Dependent Surveillance – Broadcast (ADS-B) data indicated that the pilot departed runway 8 and made a slight left turn toward the northeast. The last recorded data point showed the airplane about 3,750 ft, in a 656 ft-per-minute climb at 98 knots, on a course of 042°. The last ADS-B data point was located about 500 ft laterally from the initial impact with pine trees at an approximate elevation of 3,950 ft.

The RHP weather at 1945 included scattered clouds at 1,400 ft, broken clouds at 3,200 ft, and 7 miles visibility in rain. Sunset at Andrews was about 1917 and the end of civil twilight was about 1941.

Initial examination of the accident site and wreckage revealed that all major structural components of the airplane were accounted for. The airplane collided with tall pine trees and continued another 600 ft before colliding with another tree. The wreckage impacted the terrain in a steep, nose low attitude and came to rest inverted. The wing flaps were found in the retracted positions; however, all three landing gear were extended.

The pilot held a private pilot certificate with ratings airplane single engine land and instrument airplane. According to a witness, he had recently transitioned from a Piper Warrior equipped with fixed landing gear.

The wreckage was retained for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N876T
Model/Series:	S35	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Night
Observation Facility, Elevation:	RHP, 1699 ft msl	Observation Time:	19:45 Local
Distance from Accident Site:		Temperature/Dew Point:	18° C / 18° C
Lowest Cloud Condition:	Scattered / 1400 ft AGL	Wind Speed/Gusts, Direction:	/ ,
Lowest Ceiling:	Broken / 3200 ft AGL	Visibility:	7 miles
Altimeter Setting:	30.06 inches Hg	Type of Flight Plan Filed:	IFR
Departure Point:	Andrews, NC (RHP)	Destination:	Lancaster, PA (LNS)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	35.248309, -83.787619 (est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Lorri Orlowski; FAA/FSDO; Charlotte, NC Casey Love; Textron; Wichita, KS

Note: