

Inspector Statement ERA15LA231

Cecil J. Land Operations

Michael Foster Airworthiness

Greensboro Flight Standards District Office

Aircraft Accident involving 1981 Beechcraft Bonanza A36 N985K at Siler City Airport (SCR), North Carolina at 0800 Local Tuesday 2 June, 2015.

This morning I received a call from the Regional Operations Center that a Bonanza A36 had crashed at the Siler City Airport (SCR), in Siler City, NC. The accident occurred at approximately 0745. The accident airplane and chase airplane departed Southern Pines (SOP)/Moore County Airport at approximately 0720. The distance from SOP to SCR is 29 nautical miles on a course of roughly 360 degrees.

Upon arrival at the scene at 0930, I observed a Beechcraft Bonanza lying upright, the nose of which was facing in the direction of 130 degrees.

Coordinates of the accident scene are:

Initial Tree Contact: 35 41 49.46N 79 30 29.81W

Fuselage Location: 35 41 49.88N 79 30 29.42W

Engine Location: 35 41 49.94N 79 30 29.35W

Approximate distance covered: 55-65 Feet.

The aircraft entered the treeline at an altitude of no more than 15 feet, on a heading of approximately 035 degrees. The impact occurred approximately 300 feet to the right of the centerline of Runway 4 at Siler City, NC, 500 feet short of the runway threshold. The right wing separated from the aircraft as the result of the impact with a tree measuring 6 inches around. The wing separated approximately one half to the tip, and came to rest within 15 feet of initial impact, to the right of the flight path. It was separate from the general debris field. The debris field was compact, and appeared to be moderate energy, moderate angle impact. The angle of impact/descent is approximately 20 degrees.

The right main landing gear impacted the ground approximately 45 degrees vertical from the initial right wing impact, and left ground scarring and a subsequent depression 18 inches deep, and 15 feet from the initial contact. The right main landing gear separated from the aircraft at this point, and was found within 4 feet of the initial impact mark.

The nose landing gear impacted the ground within 10 feet of the initial right main landing gear impact, and was sheared to the right of the direction of travel. The aircraft then continued its descent, with the nose of the aircraft coming to rest 60-75 degrees to the right of the initial direction of flight, with the aircraft sliding sideways for approximately 15 feet.

The aircraft slid sideways, and appeared not to bounce on impact, and impacted two large standing trees along the left side, which sheered the left wing rearward, and vertically, with the left wing coming to rest folded backwards and inverted to the fuselage of the airplane. The firewall of the aircraft was breached by a cedar tree which measured approximately 5 inches round, 3 feet vertically. The engine of the airplane separated from the firewall, rolled inverted, slipped a 4 inch round sand pine tree at a height of 2 feet, and was still airborne 10 feet from the aircraft, according to that tree strike. The propeller exhibited blade bending approximately 6 inches from the tips of each blade, with marks consistent with rotation. One blade had separated from the hub.

Little fuel could be detected in the tanks or on the ground, and virtually no smell existed. However, witnesses said they smelled fuel early upon first response to the crash. There was no fire.

Avionics and electronics were switched off, the landing gear was selected in the down position, and flaps appeared to be selected in the approach position. The propeller was full forward, mixture full forward, and the fuel selector was selected to the left tank.

Various circuit breakers had popped. The GPS circuit breaker was popped, and the avionics master switch was found in the OFF position. The stall warning circuit breaker was found pushed in.

Flight controls had been removed from the aircraft for occupant extrication.

The aircraft Emergency Locator Transmitter (121.5) was emitting at the time of arrival at the scene. It was secured, and switched off.

Witness Statement

Mr. Ted Cannaday, [REDACTED] a local witness, lives beside the airport. Mr. Cannaday is a pilot, and stated that he checked the AWOS at the time of the crash and recalled "200 Broken". Mr. Cannaday reported that he did not observe the pilot controlled lighting on during this accident. He stated that he could see the lights from his house and that they were not on.

The METAR as reported from the AWOS was:

11:55

**METAR KSCR 021155Z AUTO 00000KT 7SM BKN002 OVC090 19/19 A3004
RMK A02 T01900190 10192 20177=**

11:35

**METAR KSCR 021135Z AUTO 00000KT 7SM –RA SCT002 OVC100 19/19 A3003
RMK A02 T01880188=**

The pilot in command of the flight was Frederick Para (DOB [REDACTED]), and was accompanied by his wife Barbara Alyce Harris-Para (DOB [REDACTED]), also a pilot. Mr. Frederick Para Certificate #

Mr. Para was seated in the left seat according to first responders at the scene.

The aircraft is registered to BHB of the Sandhills, LLC. [REDACTED], Whispering Pines, NC 28327.

This company is a Limited Liability Company registered in North Carolina, with Barbara Harris-Para listed as President/Manager, and Mr. Frederick Para listed as Member/Manager.

A chase plane, a Beechcraft B36TC Bonanza (N38PK) was flown by Mr. Ken Haenlein.

Witness Statement

Mr. Haenlein also stated that, he, “Believes this was a stall.” “I saw them downwind for Runway 4, there were more clouds down there. They made an announcement on the handheld about being downwind, but I never heard them make a base call.”

Mr. Haenlein stated that, “The gear was down as a recommendation. They were coming over to have an annual done, and have the alternator looked at.” I asked if a flight plan was filed. Mr. Haenlein stated, “No.” Mr. Haenlein also stated they “had no flight following”. “Within 10 miles of the airport, I could see a cloud deck to the southeast of the airport. Moore County was 9-10,000 feet and clear. We launched at 0720.” Mr. Haenlein stated that he had provided the Para’s with a portable comm radio to use as they had an intermittent alternator problem. I asked if they had a ferry permit. Mr. Haenlein responded “No.” This question caused Mr. Haenlein difficulty, and he became more reserved.

Contact Information: [REDACTED], Southern Pines NC 28387
[REDACTED]

Inspector Note:

[REDACTED]