



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Ogden, UT	Accident Number:	WPR17FA166
Date & Time:	07/26/2017, 1240 MDT	Registration:	N60WB
Aircraft:	BEECH A36TC	Injuries:	4 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

On July 26, 2017, about 1240 mountain daylight time, a Beech A36TC airplane, N60WB, was substantially damaged when it collided with the freeway shortly after departing from Ogden-Hinckley Airport (OGD), Ogden, Utah. The private pilot, and three passengers were fatally injured. The airplane was registered to Peak 2 Peak, LLC., and operated by the pilot as a 14 *Code of Federal Regulations Part 91* personal flight. Visual meteorological conditions prevailed and a flight plan was not filed. The flight was destined for Yellowstone Airport (WYS), West Yellowstone, Montana.

According to an air traffic control recording from the OGD tower, shortly after departing the runway, the pilot reported "hey, I'm going down, zero-whiskey-bravo." The controller cleared the pilot for landing and four seconds later, another pilot flying in the area reported seeing the airplane impact the highway.

Witnesses who were also general aviation mechanics, located between hangar rows adjacent to the runway at OGD, heard the airplane during its departure. They stated that the sound was unusual which made them look up to see what it was. When the airplane first came into view they stated it was about 100 ft above the ground, and that it should be about 500 feet or higher at that location [which was about 3,700 ft down runway 17]. As the airplane passed by, they noticed the engine sound was underpowered and the tail of the airplane going up and down, as if the pilot was struggling to keep the airplane at altitude.

Dash Cam video from a car on a southwest-bound street, captured the accident airplane in flight. The airplane was first observed flying wings level from the right side of the video frame. As it approached the center of the video frame, it entered a right turn and flew away, paralleling the street. Shortly after, the airplane entered a descending right banking turn until out of view.

The accident site revealed that the first identified point of contact (FIPC) was the outer edge of the northbound freeway, and came to rest in the median, along the guardrail. The debris field was about 150 feet long with debris in both north and southbound lanes. The main wreckage remained intact with post-crash fire damage. The wing tip tanks and the leading edge of the wings were crushed, consistent with vertical impact damage. All flight controls were accounted

for and flight control continuity was attained. The propeller assembly separated from the engine during the accident sequence and was subsequently relocated about 200 feet further up the freeway from the debris field, after being impacted by a passing tractor trailer. No other vehicles were involved in the accident sequence.

The wreckage was recovered to a secure location for further examination.

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N60WB
Model/Series:	A36TC	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KOGD, 4439 ft msl	Observation Time:	MDT
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	23° C / 16° C
Lowest Cloud Condition:	Few / 5500 ft agl	Wind Speed/Gusts, Direction:	6 knots, 150°
Lowest Ceiling:		Visibility:	10 Miles
Altimeter Setting:	30.21 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Ogden, UT (OGD)	Destination:	W. YELLOWSTONE, MT (WYS)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	4 Fatal	Latitude, Longitude:	41.174722, -112.018889

Administrative Information

Investigator In Charge (IIC):	Andrew L Swick
Additional Participating Persons:	Mark Rushton; FAA-FSDO; Salt Lake City, UT Andrew Hall; Textron Aviation; Wichita, KS Nicole Charnon; Continental Motors; Mobile, AL Les Doud; Hartzell Propellers; Piqua, OH
Note:	The NTSB traveled to the scene of this accident.