 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: CEN15FA267		Most Critical Injury: Fatal			
		Occurrence Date: 06/12/2015		Investigated By: NTSB			
		Occurrence Type: Accident					
Location/Time							
Nearest City/Place		State	Zip Code	Local Time	Time Zone		
Huggins		MO	65484	0700	CDT		
Aircraft Information							
Registration Number		Aircraft Manufacturer		Model/Series Number			
N3193W		BEECH		A36/UNDESIGNAT			
Type of Aircraft: Airplane			Amateur Built Aircraft? No				
Injury Summary:		Fatal	4	Serious	1	Minor	None
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No				
Narrative							
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:							
<p>*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>On June 12, 2015, about 0700 central daylight time, a Beech A-36 airplane, N3193W, was destroyed by impact forces and a post impact fire following a loss of control during initial climb after takeoff from a private airstrip near Huggins, Missouri. The pilot and three passengers received fatal injuries. One passenger received serious injuries. The aircraft was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight, which was not on a flight plan. The flight was originating at the time of the accident and the final destination was the Provo Municipal Airport, Provo, Utah.</p> <p>The brother of the pilot was a witness to the accident. He stated that he saw the airplane taxi to the north end of the 2,000 foot long grass runway where it turned around for a takeoff to the south. He said that the airplane lifted off and then began a right turn toward an opening in the tree line at the departure end of the runway. The airplane then pitched up abruptly, rolled to the left and dove into the ground.</p> <p>The airplane came to rest about 100 feet west of the south end of the private 2,000 foot long grass runway. The runway in the takeoff direction, south, had a slight uphill slope and trees about 70 feet tall at the departure end. The north end of the runway had no obstructions and the ground sloped downward into a valley after the runway end. The airplane came to rest in an inverted position with the nose of the airplane pointing approximately 150 degrees magnetic. The entire cabin section of the airplane and the majority of the left wing were consumed by a post crash fire. The right wing was predominately intact with fire damage to the inboard end and crush damage along the length of the wing. The lower fuselage skin had separated at the aft edge exposing the internal wing structure. The majority of the wreckage was contained within the immediate vicinity of the main wreckage. The propeller was found with the initial impact crater with all three blades still attached to the hub. All three blades exhibited varying amounts of leading edge gouging and chordwise scratching. The crankshaft flange remained attached to the propeller hub, but had separated from the remainder of the engine crankshaft. The position of the propeller indicated a near vertical impact. Impact scars for both wings were also observed. Based on the takeoff direction, the airplane had rolled to an inverted attitude prior to impact.</p> <p>The tail surfaces remained intact with little damage. The damage consisted to bending and crumpling of the top of the vertical stabilizer. The rudder and elevator control cables were intact from the tail surfaces to their forward mounting positions. Due to the extensive fire damage the aluminum control components within the cabin had melted.</p>							
PRELIMINARY INFORMATION - SUBJECT TO CHANGE							

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Narrative (Continued)


The elevator trim cable was intact except for a separated link at the sprocket in the cockpit. The aileron balance cable was intact from the right aileron bellcrank to the left attachment point of the cable. The left bellcrank was consumed by the fire. The left aileron control cable was intact from connection point at the aileron bellcrank to the other connection point within the cabin. The right aileron control cable was intact from the right aileron bellcrank to the cabin area where the opposite end was broken. The remaining portion of the cable was not located. The broken end exhibited signatures consistent with overload failure. Both flap control actuators were melted and consumed by fire. Determination of the flap position was not possible.

The airplane's engine had broken loose from its mounts during the impact sequence. External examination of the engine revealed no evidence of a failure. The engine was retained for a future teardown examination.

At 0658, the weather conditions at the Waynesville-St. Robert Regional Airport-Forney Field, Ft. Leonard Wood, Missouri, about 24 miles north of the accident site were: wind from 190 degrees at 7 knots; wind direction variable from 160 degrees to 230 degrees; visibility 10 statute miles; sky condition clear; temperature 25 degrees Celsius; dew point 23 degrees Celsius; altimeter setting 29.85 inches of mercury.

Updated on Jun 18 2015 8:35PM

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		Occurrence Type: Accident			
Other Aircraft Involved					
Registration Number		Aircraft Manufacturer		Model/Series Number	
Accident Information					
Aircraft Damage: Destroyed			Accident Occurred During: Initial climb		
Crew	Name		Certificate No.		Injury
Pilot	On File		On File		Fatal
2					
3					
4					
5					
6					
Operator Information					
Name		Operator Designator Code		Doing Business As	
OPENSHAW CHARLES MARK					
Street Address			City	State	Zip Code
			HUGGINS	MO	654849239
-Type of Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operations Conducted: Personal					
Flight Plan/Itinerary					
Type of Flight Plan Filed: None					
Last Departure Point		State	Airport Identifier		
Same as Accident/Incident Location			PVT		
Destination		State	Airport Identifier		
PROVO		UT	PVU		
Weather Information					
Investigator's Source: Weather Observation Facility			Facility ID: TBN	Observation Time (Local): 1158	
Sky/Lowest Cloud Condition: Clear			Ft. AGL		
Lowest Ceiling: None		Ft. AGL	Visibility: 10	SM	Altimeter: 29.85 "Hg
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Weather Information (Continued from page 2)

Temperature: 25 °C	Dew Point: 23 °C	Wind Direction: 190	
Wind Speed: 7 Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From FAA	Date
FAA District Office/Coordinator FAA - St Louis FSDO Harvinder Puji	Investigator-In-Charge (IIC) John M. Brannen