

NATIONAL TRANSPORTATIONS SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594

SUMMARY OF EXAMINATION

-- CEN22FA021 --

A. ACCIDENT

Location: Lena, Wisconsin
Date: October 27, 2021
Time: 1817 central daylight time
Aircraft: Beech B36TC, N75RM

B. PARTICIPANT

Timothy Sorensen
Senior Aviation Accident Investigator
National Transportation Safety Board
Denver, Colorado

C. ACCIDENT SUMMARY

On October 27, 2021, about 1817 central daylight time, a Beech B36TC airplane, N75RM, was substantially damaged when it was involved in an accident near Lena, Wisconsin. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

D. DETAILS OF EXAMINATION

A post-recovery airframe oxygen system examination was completed on January 12, 2022, by the NTSB IIC. The examination was conducted at Myers Aviation (Oshkosh, Wisconsin).

E. SUMMARY OF EXAMINATION¹

Beech B36TC (s/n EA-402)

The airplane was equipped with an on-board oxygen system. The oxygen cylinder appeared to be intact and was securely installed. The cylinder valve was near full travel at the ON position at the time of the exam. The actuating cable from the instrument panel control knob to the cylinder valve was continuous and securely attached to the valve. The instrument panel control knob was pulled out consistent with the position of the tank valve.

The altitude compensating regulator installed on the cylinder was dislocated, and the regulator fitting was damaged consistent with impact forces. The regulator assembly

¹ Directions related to accident site placement and component damage/deformation are with respect to an intact airframe unless otherwise noted.

Summary of Examination

appeared intact. The oxygen supply line at the regulator appeared secure. The oxygen supply line was disconnected to facilitate the exam and pressurized from a secondary oxygen supply. A leak was detected near the pilot (left) sidewall oxygen receptacle. Further examination revealed a crack in an angle fitting adjacent to the pilot side receptacle. The fitting was retained for metallurgical examination. Continuity of the oxygen supply line from the co-pilot (right) sidewall outlet to the separated tank fitting was confirmed with no leaks. (The pulse demand module was attached to right side outlet at the time of the on-scene examination.) Additionally, continuity of the oxygen supply line from the aft cabin outlets to the separated tank fitting was confirmed with no leaks identified.

The oxygen cylinder pressure gauge on the pilot (left) sidewall appeared to be undamaged. It indicated zero at the time of the examination. The line was securely attached at the cylinder and at the gauge. The gauge was removed. When oxygen pressure was applied, the gauge correctly indicated the corresponding supply pressure.

The cylinder fill valve and line appeared intact. The line remained secured to the cylinder valve. The fill valve cap was securely installed.

The high-pressure relief line was fractured at the cylinder valve fitting consistent with impact. The remainder of the line appeared intact. The high-pressure relief indicator located on the lower fuselage was intact.

----- *end of summary* -----