

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23FA060

AIRCRAFT EXAMINATION

12/7/2022

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A. ACCIDENT

Location: Yukon, Oklahoma
Date: December 5, 2022
Time: 2115 CST
0315 UTC
Airplane: Beech F33A, N9142Q

B. AIRCRAFT EXAMINATION

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C. SUMMARY

On December 5, 2022, about 2115 central standard time, a Beech F33A, N9142Q, was destroyed when it was involved in an accident shortly after takeoff from the Clarence E Page Municipal Airport, Yukon, Oklahoma. The pilot and two passengers were fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane came to rest about 1,350 feet south of the approach end of runway 17R, and about 200 feet east of the runway centerline. The airplane was upright and facing 255 degrees magnetic. The fuselage from the leading edge of the empennage forward was burned with the entire upper portion from about the floor boards up consumed by fire.

2.0 Airframe Examination

2.1 Fuselage

The fuselage was almost totally consumed by fire from the forward end to just ahead of the empennage. The aft fuselage and tail surfaces were intact. The fuselage was resting upright.

2.2 Empennage

The tail surfaces remained attached to the aft fuselage and were predominately intact. All hinges appeared intact and the elevator trim tabs were still attached.

2.3 Wings

Both wings remained attached but had extensive fire damage to the inboard ends. The outboard end of the right wing was bent upward about 45 degrees.

2.4 Landing Gear

The landing gear gearbox indicated that the landing gear was extended. All three landing gear separated from the airplane during the impact sequence.

2.5 Cockpit

The cockpit section was almost totally consumed by fire.

2.6 Fuel/Fuel System

Due to the extensive fire damage the examination of the fuel system was limited. The main fuel tank caps were found and were secure in the receptacles. The tip tanks were breached and had fire damage. The wings burned and the fuel tanks were compromised by fire and impact. The fuel selector was removed and examined. The fuel screen was clean and the selector was positioned on the left tank.

2.7 Other Systems

Control system continuity was established for elevator, rudder, and ailerons from each respective surface to the cockpit. The left flap Teleflex cable was melted and disconnected. A measurement of the extension of the right Teleflex cable indicated that the flaps were in the retracted position. The elevator trim was found at 10 degrees tab up relating to nose-down airplane trim. No anomalies were noted with respect to the airplane's flight control system.

3.0 Engine Examination

The engine was inverted at the forward end of the fuselage. There was evidence of fire damage. The propeller hub and blade roots remained attached. The crankshaft was bent. No further on-scene examination was performed. The engine will be retained for further examination.

4.0 Propeller Examination

The propeller was still attached to the crankshaft and the inboard portion of the blades still attached to the hub. One blade tip was broken off and was located next to the prop/engine. The second blade tip was found within a ground scar near the initial impact point.

5.0 Pilot Information

The pilot was identified as [REDACTED], private pilot ASEL AMEL Instrument Airplane. No further information was available while on-scene.

6.0 Aircraft Information

The airplane was a 1971 Beech model F33A. It was a low-wing single engine monoplane with retractable tricycle landing gear. It was certified for 6 occupants including the pilot. The airplane had a "throw-over yoke" and rudder pedals on the left cockpit seat. There were no rudder pedals on the right side of the airplane.

7.0 Meteorological Information

METAR KRCE 060315Z AUTO 01010KT 10SM CLR 11/09 A2975 RMK AO2=

Submitted by:

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NTSB IIC