

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23FA283

AIRCRAFT EXAMINATION

July 9, 2023

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A. ACCIDENT

Location: Rayville, Louisiana
Date: July 3, 2023
Time: 0023 central daylight time

Airplane: Beech A36, N15RP

B. AIRCRAFT EXAMINATION

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C. SUMMARY

On July 7, 2023, about 0023 central daylight time, a Beech A36, N15RP, was involved in an accident near Rayville, Louisiana. The airplane was destroyed. The pilot and a passenger sustained fatal injuries. The airplane was operated under Title 14 Code of Federal Regulations Part 91 as a personal flight.

Radar data showed that the airplane departed from Addison Airport (ADS), Dallas, Texas, on a visual flight rules flight and without air traffic control services to John H Hooks Jr Memorial Airport (M79), Rayville, Louisiana. The airplane flew past and to the southeast of M79 where it made a right turn toward the M79. It then made a left turn and flew to the southwest prior to turning left and to the east/southeast. When the airplane was approximately south of M79 it turned north towards M79.

A witness stated that she was asleep and was woken by a helicopter sound. The sound "immediately stopped" when there was a "bump" that "shook" the house, which she thought was thunder. She described the helicopter sound was a "whirly sound."

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

The airplane wreckage was located about 1 mile south of M79 and was destroyed by impact forces shown in Figure 1. The airplane's tail to nose heading was about 268°. Ground scarring and airplane damage was consistent with a nose-down, high-speed impact. Ground scarring began with two main landing gear wheel impressions separated by 7 ft and immediately forward was the impression of the wing leading edges. A 3 ft deep hole followed and preceded the aircraft tail by about 8 ft. The airframe was upright. The nose wheel strut and wheel were found in the hole. Wreckage debris extended about 50 ft forward of the aircraft nose and contained windscreen pieces and avionics.



Figure 1 - Aircraft Wreckage at the Accident Site

All components of the airplane were at the accident site. The main landing gear was extended. The wing flaps were in the retracted position. Flight control continuity was confirmed from the control surfaces to the cockpit. The left and right elevator trim tabs were relatively neutral to that of their elevators.

The instrument panel and flight and engine instruments sustained accident impact damage. The attitude indicator gyro housing was crushed inward onto the gyro which displayed circumferential scoring consistent with rotation shown in Figure 2.



Figure 2 - Attitude Indicator Housing and Gyro

2.0 Engine Examination

The engine remained attached to the aircraft fuselage and sustained accident impact damage that included damage to the engine oil pan, front portion of the engine case, and both magnetos, which were separated from the engine with their ignition harness attached, shown in Figure 3.



Figure 3 - Accident Damage to the Engine

The engine underwent disassembly examination at Continental Aerospace, Mobile, Alabama, under the supervision of the NTSB Accident Investigator-in-Charge. The engine drive train and valve train components were in place and connected, shown in Figure 4. The drive and valve train components did not display features of abnormal engine operation. The top spark plugs, shown in Figure 5, displayed features of normal operation. Both magnetos were tested on a magneto test stand and produced electrical spark in proper sequence. The engine driven fuel pump drive coupling was intact and unbroken and rotated freely without anomaly.



Figure 4 - Internal Engine Components



Figure 5 - Top Spark Plugs

3.0 Propeller Examination

The propeller was separated from the propeller flange and that separation exhibited features of overload separation. The blades display S-shaped twisting and propeller tip curl consistent with engine power production, shown in Figure 4



Figure 4 - Propeller Flange and Blades

Submitted by:

Mitchell Gallo
NTSB Investigator-in-Charge