

WRECKAGE EXAMINATION
NTSB Accident Number
ERA22FA137

ACCIDENT

Location:	Hilltown Twp, PA
Date:	October 14, 2021
Time:	1656 EDT
Aircraft:	Beech 35-C33
Registration	N6129V

PARTICIPANTS (On Scene)

Robert J Gretz
Sr. Air Safety Investigator
National Transportation Safety Board
Eastern Region Aviation

Michael Reichert
Aviation Safety Inspector
FAA Orlando FSDO

Earnest Hall
Textron
Wichita, KS

HISTORY OF FLIGHT

On February 24, 2022, about 1656 eastern standard time, a Beech 35-C33, N6129V, was destroyed when it was involved in an accident near Hilltown Township, Pennsylvania. The private pilot and flight instructor were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

Review of ADS-B data revealed that the airplane departed Doylestown Airport (DYL), Doylestown, Pennsylvania about 1626. The airplane was performing maneuvers over the area when it entered a left spin and descended into a residential street. During the impact, a propeller blade separated and entered a residence. The wreckage came to rest upright, oriented about 125° magnetic and a postcrash fire consumed a majority of the wreckage.

A copy of doorbell video footage was forwarded to the National Transportation Safety Board Vehicle Recorders Laboratory, Washington, DC.

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PERSONNEL INFORMATION

Pilot information provided to NTSB IIC by FAA inspector Michael Reichert. A request was made to both pilots' next of kin for pilot and aircraft logbooks.

AIRCRAFT INFORMATION

The airplane was manufactured in 1965 and powered by a Continental IO-520, 285-hp engine equipped with a three blade McCauley constant speed propeller. A request was made to the pilot's next of kin for maintenance logbooks.

METEOROLOGICAL INFORMATION

KDYL 242154Z AUTO 00000KT 10SM OVC039 01/M09 A3039

COMMUNICATIONS

ADS-B data obtained

FLIGHT RECORDERS

N/A

WRECKAGE AND IMPACT INFORMATION

The wreckage came to rest upright, oriented about a 125° magnetic heading, and no debris path was observed. The cockpit and cabin were mostly consumed by fire. Both wings separated from the airplane, but their respective flaps and ailerons remained attached. The empennage remained intact with the rudder and elevator still attached. The flaps and landing gear were retracted. Flight control continuity was confirmed from all flight control surfaces to the cockpit area. Measurement of the two elevator trim actuators corresponded to a 5° trim tab down (nose-up) position.

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The engine came to rest upright, separated from the airframe. The three propeller blades separated from the hub. One blade was consumed by fire about 12 inches outboard of the root. Another blade exhibited fire damage, s-bending, chordwise scratching and leading-edge gouging. The third propeller blade exhibited s-bending, chordwise scratching and leading-edge gouging.

MEDICAL AND PATHOLOGICAL INFORMATION

TBD.

WITNESS STATEMENTS AND CONTACT INFORMATION

A witness statement was emailed to the NTSB ROC

ADDITIONAL INFORMATION

Wreckage Recovery: Anglin Aircraft Recovery, Clayton, DE