

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA23FA047

WRECKAGE EXAM

October 31, 2022

A. ACCIDENT

Location: Alpharetta, Georgia

Date: October 31, 2022

Time: 1304 EDT

Airplane: N495AU, BE-G58

B. WRECKAGE EXAM

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C. SUMMARY

On October 31, 2022, at 1304 eastern daylight time, a Beech G58 multi-engine airplane, N495AU, was destroyed when it was involved in an accident in Alpharetta, Georgia. The pilot and the passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* (CFR) Part 91 personal flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane impacted wooded terrain on a magnetic heading of 252 degrees about 16 miles northwest of PDK. The initial impact point was a stand of approximately 60-ft-tall trees. The airplane continued to impact trees as it descended before it impacted the ground. Numerous pieces of angular cut wood were located along the wreckage path.

The airplane impacted the ground and was heavily fragmented consistent with a high energy impact. Both engines were buried about 4 ft in the ground. The airplane's seats and portions of the cockpit were also located in the impact crater with the engines. Fragmented sections of the airplane's wings, fuselage and tail section were found around and forward of the main wreckage. Despite the fragmentation, all major components of the airplane were located at the accident site. There was no post-impact fire.

2.0 Airframe Examination

The wreckage was recovered to Atlanta Air Salvage where a layout examination was conducted on November 3, 2022.

2.1 Fuselage and Empennage

The fuselage, cockpit area, and empennage were destroyed by impact. All six seats were accounted for.

The tail section sustained extensive impact damage. Partial flight continuity was established for the rudder to the bellcrank. Numerous breaks of the tail section flight control cables were observed. The breaks exhibited broom straw fracturing consistent with overload. The elevator trim tab actuator was not located. The rudder trim tab actuator was in the “neutral” position.

2.2 Wings

Both wings sustained extensive impact damage and were heavily fragmented. Flight control continuity could not be established due to impact, but numerous breaks in the cable system were observed. These breaks exhibited broomstraw fracturing consistent with tensile overload. Each wing has two flap actuators; however, only one actuator for each wing was located. Both actuators were consistent with the flaps being fully retracted.

The aileron trim tab actuator was not located.

2.3 Landing Gear

The landing gear were damaged from impact and separated; however, the gear box was examined and was consistent with the gear being fully retracted.

2.4 Fuel/Fuel System

The pilot purchased 155.1 gallons of 100LL the day before the accident on October 30, 2022. Total fuel capacity for the airplane is 194 gallons.

Only the right fuel selector valve was located. It was between the on and off position, which was consistent with the fuel selector handle found in the wreckage.

2.5 Other Systems

The airplane was equipped with a Garmin G-1000NXI. The MFD SD card was located in the wreckage and shipped to the NTSB Records Lab for download.

3.0 Engine Examination

The left engine sustained impact damage. An external examination of the engine revealed:

- 1) Both magnetos separated from their mounts but remained with the engine via the wiring harness.
- 2) Fuel manifold valve was impact damage but remained secured to the engine
- 3) Vacuum pump remained secured to the engine
- 4) All top spark plugs were present except the top No. 6 cylinder
- 5) Fuel pump, oil filter, and oil cooler was secure to the engine
- 6) Engine starter exhibited damage and was partially separated from the engine

The right engine sustained impact damage. An external examination of the engine revealed:

- 1) Both magnetos separated from their mounts and only mag remained with the engine via the wiring harness. The other magneto was found forward of the main wreckage.
- 2) Fuel manifold valve was impact damage but remained secured to the engine
- 3) Vacuum pump remained secured to the engine
- 4) All top spark plugs were present except the No. 5 cylinder
- 5) Fuel pump, oil filter, starter, and oil cooler was secure to the engine

4.0 Propeller Examination

LH: The three-bladed propeller was separated from the engine and located in the impact crater with the engine. All three blades remained in the hub and exhibited extensive impact damage.

Blade A: Bent aft with spanwise scoring/gouging. Tip separated.

Blade B: Bent aft and twisted with scoring/gouging. Tip separated.

Blade C: Bent aft and twisted with gouging.

RH: The propeller and two blades separated from the engine and were located forward of the main wreckage. The third blade was not located.

Blade A: Not located

Blade B: Twisted in hub. Tip separated.

Blade C: Twisted in hub. Tip separated.

Submitted by:

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