

National Transportation Safety Board

Office of Aviation Safety

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EXAMINATION REPORT

March 14-16, 2025

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A. ACCIDENT

Location: Greenville, North Carolina
Date: March 14, 2025
Time: 0749 EDT
Airplane: Beechcraft (Raytheon Aircraft Company) A36; N566C

B. EXAMINATION REPORT

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C. SUMMARY

On March 14, 2025, at 0749 eastern daylight time, a Raytheon A36, N566C, was destroyed when it was involved in an accident in Greenville, North Carolina. The private pilot and the passenger 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 impacted a parked flatbed trailer and a gravel-covered storage lot in a right wing in a nose down attitude. The right wingtip fuel tank damaged the trailer and came to rest below a hole that it had made in the trailer.

The propeller, engine, and instrument panel were lodged in an impact crater approximately 3 ft deep. During the impact sequence, the right wing and forward fuselage had fragmented. An approximate 80 ft-long debris path existed that started at the area of the impact crater and ran from the crater on a 260° magnetic heading to where the aft cabin, left wing, and empennage (which was inverted) came to rest at the end of the debris path. There was no evidence of an inflight or postimpact fire.

2.0 Airframe and Engine Examination

Initial delivery date: 05-27-05 Date purchased by current owner: 07-18-23
Last Annual Inspection: Date: 07-03-24 Hours: 1,085.4

Hours since inspection: >90.4
Total aircraft hours at occurrence: Undetermined
Previous accident history: No
Last pitot-static check: 03-05-24 Flight manual on board: Yes
Aircraft logbooks on board: No
Engine: Manufacturer: Continental Model: IO-550-B S/N: 687145
Propeller: Manufacturer: Hartzell Model: PHC-C3YF-1RF Hub S/N: EE5024B
Engine TTSN: >1,175.8 Engine TSMO: >1,175.8 Propeller TTSN: >131.8.

Current Hobbs time could not be determined with the impact damaged glass cockpit. The airframe and engine times above are based on the most recent maintenance logbook entry on 03-04-25. The propeller was overhauled on 07-03-24 at an airframe time of 953.6.

Flight control cable continuity could not be established due to the heavily fragmented nature of the wreckage. Several unidentified cables displayed tensile overload signatures. Several other unidentified cables were found with cuts made by first responders. The aileron trim cables had pulled through the wing, and the actuator pushrod was bent, making the reading unreliable.

The flap indicator and handle position could not be determined due to impact damage. Both actuators were measured at 2.1 inches, which would indicate a setting of 0° to 5°.

The elevator trim indicator could not be determined to impact damage; however, the elevator trim was measured at 1.1 inches which indicates a neutral setting.

The aileron trim indicator could not be determined due to impact damage.

The fuel strainer (which was integral to the fuel selector valve), contained a small amount of fuel. The fuel selector mounting plate was deformed around the handle due to impact forces. The handle was observed to be between detents. The selector position had rotated past its most counterclockwise position (right fuel tank). After disassembly from its deformed mounting plate, the selector operated as designed when air was blown through the ports. (Figure 1)



Figure 1: Fuel selector valve and screen.

The left and right main landing gear trunnions were found loose in the debris field with each respective wheel and brake assembly separated from them. The landing gear actuator was found loose in the debris field, and its housing was impact-damaged. The drive gear inside the housing was found at an intermediate position between the landing gear up and gear down position. The emergency landing gear extension handle was separated from the actuator and was not observed in the wreckage. (Figure 2)



Figure 2: Landing gear.

Environmental and icing controls were not observed on the crush-damaged instrument panel.

The aft bench seat was not installed in the airplane at the time of the accident. The pilot side lap buckles were observed not mated, and the female end was damaged with its lever extended. The pilot's side shoulder harness was frayed, missing its buckle and its spring reel was pulled out. The copilot side shoulder harness was mated to the male end of the lap harness, which was not connected to its female end. Four lengths of harness were found belonging to seats No. 3 and No. 4. Two of the lengths were missing their buckles. One length had a male buckle and the another had a female buckle, the two were not observed mated. It could not be determined where each length was installed. Portions of the impact damaged No. 3 and No. 4 seats were found, but their positions could not be positively determined.

The autopilot system was a Garmin GFC500, and the instrument panel had been updated with digital touchscreen primary displays. The displays and the rest of the instrument panel were heavily impact damaged and destroyed. All readings and indications were unable to be downloaded or read.

The propeller hub was separated from the engine and remained attached to a portion of the crankshaft that had impact-separated from the engine. The three blade bases had remained seated in the hub. All three blades displayed varying degrees of S-bending, leading edge damage, tip damage, and chordwise scratching, with one of the blades having been sheared off near the root. (Figure 3)



Figure 3: Propeller after recovery.

The engine was heavily impact-damaged. The crank case, oil sump, and accessory cases displayed multiple cracks and were missing pieces. Cylinder No. 6 was separated from the crank case but remained in place due to the intake and exhaust tubing. The crankshaft was impact-separated forward of the No.5 connecting arm journal. (Figure 4)



Figure 4: Overall engine condition.