



Aviation Investigation Preliminary Report

Location:	Elkmont, AL	Accident Number:	ERA24FA055
Date & Time:	December 4, 2023, 11:20 Local	Registration:	N369BB
Aircraft:	Beech E95	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

On December 4, 2023, about 1120 central standard time, a Beech E95, N369BB, was substantially damaged when it was involved in an accident near Elkmont, Alabama. The flight instructor and a private pilot were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

The private pilot held a single-engine land rating and was receiving instruction in the multiengine airplane. According to preliminary information obtained from the Federal Aviation Administration, the flight departed Huntsville International Airport (HSV), Huntsville, Alabama, about 1058, and proceeded northwest to a practice area. At 1120, while the airplane was about 5,700 ft mean sea level and 18 miles northwest of HSV, the flight instructor reported “mayday” to air traffic control and that the airplane was in a spin. Radio and radar contact were subsequently lost. Review of automatic dependent surveillance – broadcast (ADS-B) data revealed that the airplane slowed, followed by a steep descent until the end of the data.

The wreckage came to rest flat and upright, oriented on a magnetic heading of 210°, in a harvested cottonfield. All four corners of the airplane were identified, and no debris path was observed. The nose and both engines were canted right. The landing gear and flaps remained attached and were found in the fully extended position. All four fuel tanks were breached during impact; however, their respective caps remained secured.

Flight control continuity was confirmed from the aft rudder bellcrank to the forward bellcrank in the cockpit. Elevator control continuity was confirmed from the elevator to the base of the cockpit pedestal. Aileron control continuity was confirmed from the ailerons to the cockpit pedestal.

Both engines remained attached to their respective wing. The two left propeller blades remained attached to the left propeller. One blade appeared undamaged, and the other blade was buried in mud. Both propeller blades remained attached to the right propeller. One blade

was buried in mud and the other blade exhibited rearward bending and chordwise scratching. The engines were retained for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N369BB
Model/Series:	E95	Aircraft Category:	Airplane
Amateur Built:			
Operator:	Revolution Flight	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	HSV,628 ft msl	Observation Time:	11:53 Local
Distance from Accident Site:	18 Nautical Miles	Temperature/Dew Point:	14°C /2°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	14 knots / 21 knots, 240°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	29.95 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Huntsville, AL (HSV)	Destination:	Huntsville, AL (HSV)

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	34.899444,-86.976389

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Porter Mayberry ; FAA/FSDO; Birmingham, AL Jennifer Barclay; Textron ; Wichita, KS Dave Harsanyi; Lycoming; Williamsport, PA
Investigation Class:	Class 3
Note:	