



# Aviation Investigation Preliminary Report

<b>Location:</b>	Oklahoma City, OK	<b>Accident Number:</b>	CEN24FA304
<b>Date &amp; Time:</b>	August 6, 2024, 13:26 Local	<b>Registration:</b>	N8095U
<b>Aircraft:</b>	Beech F33	<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

On August 6, 2024, about 1326 central daylight time, a Beechcraft F33A airplane, N8095U, was destroyed when it was involved in an accident near Oklahoma City, Oklahoma. The private pilot and the three passengers sustained fatal injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The purpose of the local area flight was for the pilot to take the three passengers (a father and his two minor age sons), who were friends with the pilot, on a sightseeing flight of the local area. The airplane would depart from and return to the Sundance Airport (HSD), Oklahoma City, Oklahoma. The airplane was based out of HSD.

A preliminary review of security camera footage from the fixed based operator building at HSD, showed an excursion from runway 18 during the takeoff roll. During the takeoff roll, the airplane departed the concrete runway to the left and impacted a hay bale. The airplane continued the departure to the left, traveling over a large grass field. The airplane impacted a chain link fence and then impacted various trees on private property. Upon impacting the trees, an explosion occurred, and then a postimpact fire consumed most of the wreckage. Various areas with tire tracks were observed throughout the large grass field.

The airplane, which came to rest upright, was destroyed from the impact sequence and the postimpact fire. The airplane was recovered from the accident site and was transported to a secure location for a future examination.

The airplane, known as a Bonanza, was equipped with a Continental Motors IO-520-BB reciprocating engine and a McCauley 3A32C406-C controllable pitch three-blade aluminum propeller.

A search revealed no Automatic Dependent Surveillance-Broadcast data.

On the pilot's most recent Federal Aviation Administration (FAA) medical examination paperwork, he reported his occupation as "retired." However, on prior medical examination paperwork, he listed his occupation as, "Electronic Engineer – FAA."

The estimated density altitude for the closest meteorological reporting station was 4,198 ft above mean sea level.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N8095U
<b>Model/Series:</b>	F33 A	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Designator Code:</b>	None		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KPWA, 1280 ft msl	<b>Observation Time:</b>	12:53 Local
<b>Distance from Accident Site:</b>	5 Nautical Miles	<b>Temperature/Dew Point:</b>	37°C / 19°C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 200°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Oklahoma City, OK	<b>Destination:</b>	Oklahoma City, OK

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	3 Fatal	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	4 Fatal	<b>Latitude, Longitude:</b>	35.603623,-97.703528 (est)

## Administrative Information

**Investigator In Charge (IIC):** Hodges, Michael

**Additional Participating Persons:** Renae Allmond; FAA Will Rogers FSDO; Oklahoma City, OK  
Tony Hershberger; Textron Aviation; Wichita, KS  
J. Ferrell; Continental Aerospace Technologies; Mobile, AL  
Brian Cozine; McCauley Propeller Systems; Wichita, KS

**Investigation Class:** [Class 3](#)

**Note:**