



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

## Aviation Investigation Preliminary Report

<b>Location:</b>	Murfreesboro, TN	<b>Accident Number:</b>	ERA25LA226
<b>Date &amp; Time:</b>	June 10, 2025, 12:20 Local	<b>Registration:</b>	N15PM
<b>Aircraft:</b>	Beech A36	<b>Injuries:</b>	1 Serious, 2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

On June 10, 2025, about 1220 central daylight time, a Beech A36, N15PM, was substantially damaged when it was involved in an accident near Murfreesboro, Tennessee. The private pilot and a passenger were not injured. A second passenger was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, the flight departed from Douglas Municipal Airport (DQH), Douglas, Florida and was enroute to Murfreesboro Municipal Airport (MBT), Murfreesboro, Tennessee when a partial loss of engine power occurred. Based on the "stumble" of the engine, he switched from the left fuel tank to the right fuel tank and pushed the mixture control in, which initially "cleared up" the problem. Shortly after, the engine lost power again and the pilot declared an emergency. He quickly assessed that he would not be able to make it to MBT and as a result, he attempted to make a forced landing in a field. He then realized that the field was out of reach and attempted to turn towards a cemetery where he lowered the landing gear, pitched the nose up, and attempted to clear trees. The airplane contacted the trees prior to the cemetery and came to rest nose down, suspended in vegetation.

A postaccident examination by a Federal Aviation Administration inspector revealed that the left fuel tank contained a small amount of fuel with no evidence of that tank being breached by impact. The right fuel tank was breached and contained about 10 gallons of fuel. The fuel selector was observed to be on the right fuel tank position. The ignition key was observed on "both"; the mixture control, propeller control, and throttle were observed full forward.

The wreckage was retained for further examination.

Commented [1]:

Commented [2]:

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N15PM
<b>Model/Series:</b>	A36	<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>			

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KMQY,543 ft msl	<b>Observation Time:</b>	11:56 Local
<b>Distance from Accident Site:</b>	11 Nautical Miles	<b>Temperature/Dew Point:</b>	27°C /17°C
<b>Lowest Cloud Condition:</b>	Few / 3500 ft AGL	<b>Wind Speed/Gusts, Direction:</b>	4 knots / None, 200°
<b>Lowest Ceiling:</b>		<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Type of Flight Plan Filed:</b>	VFR
<b>Departure Point:</b>	Douglas, GA (DQH)	<b>Destination:</b>	Murfreesboro, TN

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 2 None	<b>Latitude, Longitude:</b>	35.859382,-86.377501 (est)

### Administrative Information

<b>Investigator In Charge (IIC):</b>	Enders, Ryan
<b>Additional Participating Persons:</b>	David Stamps; FAA/FSDO; Nashville, TN Henry Soderlund; Textron Aviation; Wichita, KS J Ferrell; Continental Aerospace Technologies; Mobile, AL
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.