



Aviation Investigation Preliminary Report

Location:	Gulf Shores, AL	Accident Number:	ERA25LA313
Date & Time:	August 24, 2025, 15:00 Local	Registration:	N855DC
Aircraft:	Raytheon Aircraft Company A36	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

On August 24, 2025, about 1500 eastern daylight time, a Raytheon Aircraft Company A36, N855DC, was substantially damaged when it was involved in an accident near Gulf Shores, Alabama. The pilot and passenger were seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, he departed Cox field Airport (PRX), Paris, Texas, for a cross-country flight to Gulf Shores International Airport / Jack Edwards Field (JKA), Gulf Shores, Alabama. He topped-off the main fuel tanks before departure. The 3.2-hour flight was uneventful, and he switched fuel tanks every 30 minutes. During the approach to JKA, the pilot decreased the throttle, descended to the traffic pattern altitude and configured the GPS for landing. He switched fuel tanks to the fullest tank, which was the right fuel tank, which was 1/2 full. The left tank was 3/8 full. After the pilot lowered the landing gear and flaps, he noticed the airspeed dropped "a little too much," so he increased the throttle. At that point, the pilot realized that the engine was not producing power, and the propeller was just windmilling. The airplane was less than 1 mile from the runway threshold when it began to impact trees and then impacted the ground in a vertical decent. The airplane's left wing was impact-separated.

Examination of the airplane revealed that it was equipped with D'Shannon Aviation 20-gallon tip tanks which included a fuel transfer system; however, they were not filled prior to the accident flight, and there was no fuel in the tanks. The fuel selector operated correctly in the Left, Right, and Off positions when tested with air at each port. The integrity of the fuel lines from the selector to the wing roots and firewall were verified using air. The fuel boost pump successfully operated when it was connected to the main battery. Samples of fluid from the fuel selector and boost pump were consistent with 100LL aviation gasoline. The samples were tested with water finding paste and determined to have no water present. The fuel tank filler cap O-rings were intact and not damaged. Neither fuel tank contained fuel; however, the left tank was breached, and the right tank fuel line was compromised.

The engine and propeller were separated from the airframe. The engine driven fuel injection pump was removed. The drive-coupling was found intact and undamaged. Each fuel system line was removed, drained of their remaining fluid, which was collected, and tested for water using water finding paste, which indicated no water was present. The flexible lines were then tested for obstructions with compressed air, with no obstructions noted. The fuel metering valve and throttle assembly functioned normally. The fuel manifold was disassembled and found free of contamination and functioned normally.

The upper spark plugs were removed and inspected; they were normal for operation and wear. All cylinders were tested for compression using the thumb method. All cylinders were inspected with a borescope; each cylinder showed indications of normal operation and wear. Magneto operation was observed by the sparks produced at the lead terminal springs, magneto timing was verified at 21-22 degrees before top dead center for the left and right magnetos. All the engine control cables were found attached to their respective components; however, cable continuity was breached consistent with impact damage. The exhaust mufflers were removed, inspected and each flame cone in each muffler was found intact with no blockage, the tail pipes were crushed due to impact damage. The air intake from the filter to the throttle assembly was found intact with no obstructions noted.

Aircraft and Owner/Operator Information

Aircraft Make:	Raytheon Aircraft Company	Registration:	N855DC
Model/Series:	A36	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	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:	JKA, 16 ft msl	Observation Time:	14:55 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	31°C / 24°C
Lowest Cloud Condition:	Scattered / 3200 ft AGL	Wind Speed/Gusts, Direction:	
Lowest Ceiling:		Visibility:	10 miles
Altimeter Setting:	29.87 inches Hg	Type of Flight Plan Filed:	IFR
Departure Point:	Paris, TX (PRX)	Destination:	Gulf shores, AL (JKA)

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	30.290225,-87.683028 (est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Clayton Caessens; FAA/FSDO; Birmingham, AL J Ferrell; Continental; Mobile, AL Tony Hershberger; Textron; Wichita, KS
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.