



# Aviation Investigation Preliminary Report

<b>Location:</b>	Gulf Shores, AL	<b>Accident Number:</b>	ERA26LA140
<b>Date &amp; Time:</b>	March 7, 2026, 19:00 Local	<b>Registration:</b>	N66519
<b>Aircraft:</b>	Beech A36	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

On March 7, 2026, about 1900 central standard time, a Beechcraft A36, N66519 was destroyed when it was involved in an accident near Gulf Shores, Alabama. The pilot and one passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The flight departed Flagler Executive Airport (FIN), Palm Coast, Florida, destined for Gulf Shores International Airport (JKA), Gulf Shores, Alabama.

Preliminary ADS-B data showed the airplane departed FIN and made two left turns to join an outbound heading of 278° with some minor course adjustments primarily along a direct flight path. The airplane climbed to and leveled off at 6,000 ft mean sea level (msl) until passing Pensacola, Florida. At Pensacola, the aircraft began a gradual descent to 1,500 ft.

Preliminary air traffic control (ATC) communications revealed that during the approach phase of the flight, Pensacola approach control instructed the pilot to turn right to a heading of 360°. The pilot acknowledged and reported a weak radio signal. Shortly afterward, ATC advised the pilot he was 4 miles from the final approach fix and instructed him to turn right to a heading of 060° and to maintain 1,600 ft until established on the final approach course. The pilot was then cleared for the RNAV runway 9 approach, and he correctly acknowledged all the instructions. The controller asked if his radio reception had improved and the pilot reported, "slightly better". The pilot began his right turn but stopped the turn on a heading of about 050° and flew through the final approach course. The approach controller advised him that he had passed through the final approach course and instructed him to turn to a heading of 110° to rejoin the final approach course. The pilot did not acknowledge the first transmission but correctly acknowledged the second instruction. The airplane entered a descending right turn and leveled off briefly at an altitude of 800 ft on a heading of about 150°. It then entered a gradual tightening left turn and climb to 1,300 ft, before transitioning into a steep descending turn. The

airplane impacted the water on a heading of between 300° and 324° at a ground speed of about 165 knots.

Underwater sonar scans showed the wreckage was scattered over an area 700 ft long by 300 ft wide in water depths of 8-9 ft.

Portions of the wreckage have been recovered and retained for further examination.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N66519
<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>	IMC	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KJKA, 16 ft msl	<b>Observation Time:</b>	19:55 Local
<b>Distance from Accident Site:</b>	6 Nautical Miles	<b>Temperature/Dew Point:</b>	21°C / 21°C
<b>Lowest Cloud Condition:</b>		<b>Wind Speed/Gusts, Direction:</b>	8 knots / None, 110°
<b>Lowest Ceiling:</b>	Overcast / 200 ft AGL	<b>Visibility:</b>	0.5 miles
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Type of Flight Plan Filed:</b>	IFR
<b>Departure Point:</b>	Palm Coast, FL (FIN)	<b>Destination:</b>	Gulf Shores, AL (JKA)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	30.289219,-87.791452 (est)

## Administrative Information

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<b>Investigator In Charge (IIC):</b>	Winn, Lucas
<b>Additional Participating Persons:</b>	Ken Lancaster; FAA/ FSDO; Birmingham , AL
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.