



Aviation Investigation Preliminary Report

Location:	Guymon, OK	Accident Number:	CEN26FA275
Date & Time:	August 2, 2026, 16:08 Local	Registration:	N210Q
Aircraft:	Beech E18S	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Positioning		

On August 2, 2026, about 1608 central daylight time (CDT), a Beech E18S airplane, N210Q, was destroyed when it was involved in an accident near Guymon, Oklahoma. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 positioning flight.

The airplane was purchased by the pilot on June 22, 2026. According to the seller, the pilot was re-positioning the airplane to South Carolina. The seller stated that he had flown about 6 hours with the pilot in the accident airplane over two flights from June 21 to June 27. The pilot arrived on August 1 to pick up the airplane.

The flight took place over multiple time zones, all times referenced will be in CDT. On August 1, the airplane departed Lebanon State Airport (S30), Lebanon, Oregon, about 2108 and arrived at Winnemucca Municipal Airport (WMC), Winnemucca, Nevada, at 0015. The airplane was refueled with 175 gallons of 100 low-lead aviation fuel before departing about 0111, August 2. On August 2, about 0440, the airplane landed at Four Corners Regional Airport (FMN), Farmington, New Mexico. The airplane was refueled with 88 gallons of 100 low-lead aviation. The airplane departed FMN about 1258 for Guymon Municipal Airport (GUY), Guymon, Oklahoma. The airplane landed at GUY about 1509.

According to the GUY airport manager, the pilot refueled the airplane with 211.7 gallons of fuel and added oil to both engines. He spoke briefly with the pilot and discussed a fuel stop near Little Rock, Arkansas. At 1606, the pilot announced his departure from runway 18 at GUY on the common traffic advisory frequency (CTAF).

According to witnesses, after departing runway 18, the airplane was observed making a left bank and the pilot announced on CTAF that he was departing to the east. Witnesses observed the airplane make a turn to the east and continue the turn to the north while descending in a

nose low, left-wing-low attitude. Multiple security videos captured the accident sequence. The footage was sent to the NTSB Vehicle Performance Division for further analysis.

The airplane impacted a grass covered field in a wings-level, flat pitch attitude on a heading of about 015°. The aircraft came to rest upright about 80 ft north of the initial impact point. A post-impact fire consumed the majority of the fuselage and melted the wings and tail as seen in figure 1. All major components of the airplane were identified. Both engines were separated from the airframe and located near the main wreckage. Both propeller hubs remained attached to the engines. The propeller blades showed varying degrees of bending, twisting, chordwise scratching and polishing. Examination of the flight controls found no evidence of preimpact mechanical malfunctions or failures that would have precluded normal operation.



Figure 1. Main wreckage

The pilot held a commercial certificate with ratings for airplane single-engine land, airplane single-engine sea, airplane multi-engine land, airplane multi-engine sea, instrument airplane and a BE-1900 type rating. Additionally, he held an Airline Transport Pilot certificate for rotorcraft-helicopter. He reported a total flight experience of 12,000 hours on an application for an FAA first-class medical certificate, dated December 24, 2025.

The airplane was recovered to a secure facility for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N210Q
Model/Series:	E18S	Aircraft Category:	Airplane
Amateur Built:			
Operator:	Skydog Air LLC	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:	KGUY,3113 ft msl	Observation Time:	16:00 Local
Distance from Accident Site:	0 Nautical Miles	Temperature/Dew Point:	37°C /11°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	9 knots / None, 120°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	29.93 inches Hg	Type of Flight Plan Filed:	
Departure Point:	Guymon, OK	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Fatal	Latitude, Longitude:	36.684659,-101.50706

Administrative Information

Investigator In Charge (IIC):	Rutt, Brian
Additional Participating Persons:	Peter Basile; Textron Aviation; Wichita, KS Peter Keck; FAA; Lubbock, TX
Investigation Class:	Class 3
Note:	