



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Central Region

Aircraft Examination Summary

CEN23LA028

A. ACCIDENT

Location: Slidell, Louisiana
Date: November 6, 2022
Aircraft: Beech E-90
NTSB IIC: Michael Folkerts

B. EXAMINATION PARTICIPANTS:

Alastair Burge, FAA Inspector
Baton Rouge Flight Standards District Office

Ernest Hall, Senior Air Safety Investigator
Textron Aviation

C. DETAILS OF THE INVESTIGATION

The initial tree impact point to the main wreckage was about 552 ft. (see Figure 1.)

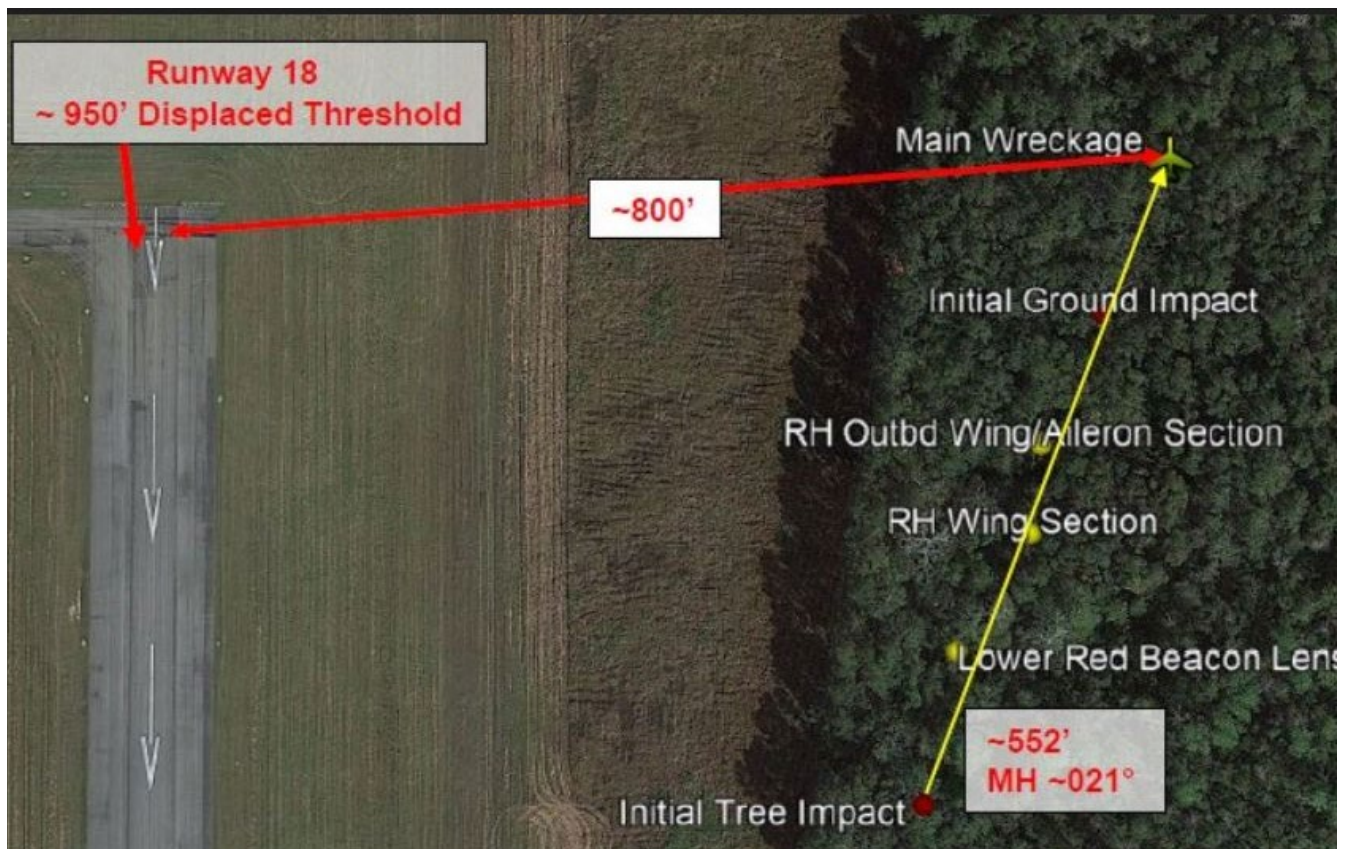


Figure 1. Accident Site Diagram, Courtesy of Textron Aviation

At the initial tree impact point, a section of the right wing at W.S. 266.735” was found with 15 inches of semi-diameter aft crushing. About 122 ft from the initial tree impact, the lower red beacon lens was found. About 304 ft from the initial tree impact, a right wing outboard section consisting of the aileron was found.

The main wreckage came to rest upright. The main wreckage consisted of the nose, cockpit, fuselage, and inverted tail section, with attached partial vertical and both horizontal stabilizers.

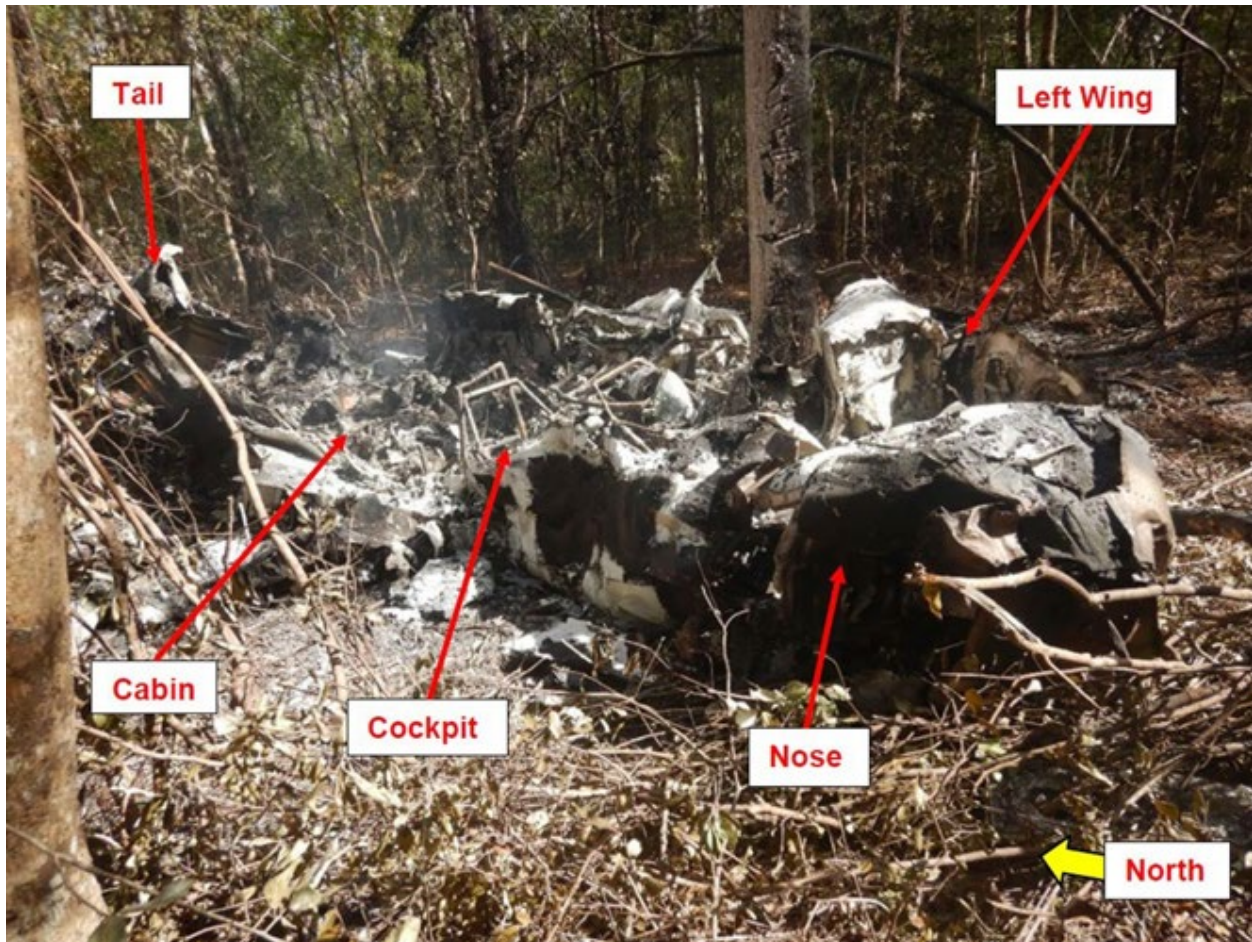


Figure 2. Main Wreckage at Accident Site, Courtesy of Textron Aviation

Both engines separated from their respective airframe attachments. The left engine was located about 150 ft south of the main wreckage (see Figure 3). The right engine was located about 50 ft west of the main wreckage (see Figure 4). Both McCauley 4-bladed propellers separated from their respective engine. The left propeller was located about 75 ft south of the main wreckage (see Figure 5). The right propeller was located about 100 ft south of the main wreckage (see Figure 6). All propeller blades exhibited varying degrees of twisting, buckling, and bending.



Figure 3. Left Engine at Accident Site, Courtesy of Textron Aviation



Figure 4. Right Engine at Accident Site, Courtesy of Textron Aviation



Figure 5. Left Propeller at Accident Site, Courtesy of Textron Aviation



Figure 6. Propeller at Accident Site, Courtesy of Textron Aviation

The rudder separated from the vertical stabilizer and was located about 150 ft south of the main wreckage. The left wing came to rest next to the main wreckage and was thermally damaged.

Due to ground impact and the postimpact fire, aileron flight control cable continuity, landing gear, flap, and all trim actuator positioning could not be determined. The rudder and elevator flight control cable continuity were confirmed from the cockpit to their respective aft bellcrank. The separated right wing outboard section consisting of the aileron, aileron control cables were separated consistent with signatures of tensile overload. The aileron control cables remained attached to the wing aileron bellcrank.

The cockpit/instrument panel, cabin, and equipment/furnishings were thermally damaged.