



# Aviation Investigation Preliminary Report

|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | East Aurora, NY                      | <b>Accident Number:</b> | ERA25FA080 |
| <b>Date &amp; Time:</b>        | December 19, 2024, 11:22 Local       | <b>Registration:</b>    | N36WP      |
| <b>Aircraft:</b>               | Beech A36                            | <b>Injuries:</b>        | 1 Fatal    |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |            |

On December 19, 2024, at 1122 eastern standard time, a Beech A36, N36WP, was destroyed when it was involved in an accident near East Aurora, New York. The private pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Preliminary air traffic control (ATC) data indicated that the airplane departed from Capital Region International Airport (LAN), Lansing, Michigan, on an instrument flight rules (IFR) flight plan to Westchester County Airport (HPN), White Plains, New York. About 1 hour and 20 minutes into the flight, while cruising at 12,500 ft, the pilot declared an emergency, reporting “very low power on my engine” and requesting to remain as high as possible.

Air traffic control initially directed the pilot to Buffalo Niagara International Airport (BUF), Buffalo, New York, and subsequently provided vectors to Buffalo Airfield (9G0). The pilot reported that while the engine was still producing power, the airplane was no longer able to maintain altitude. He stated he did not think the airplane could reach either airport, and opted for an off-airport landing. Air traffic control provided vectors toward a freeway, but the pilot indicated he would attempt a landing in a field. Radar contact was lost shortly afterward, near the accident site.

Witnesses near the accident site observed the airplane flying low, approximately 30 ft above a tree line, before seeing a black plume of smoke.

Examination of the accident site revealed that the airplane initially struck a tree trunk and came to rest approximately 40 ft beyond the impact point. A postimpact fire consumed the fuselage, cockpit, and inboard wing sections. The right outboard wing exhibited crush damage near the tip, with the aileron and flap attached. The right tip tank was impact-separated, and came to rest near the base of the initial tree strike. The left outboard wing sustained multiple tree

strikes, with the aileron impact-separated and the flap attached. The aft cabin and tail cone were destroyed by fire.

The empennage components showed varying degrees of damage; the right horizontal stabilizer, elevator, vertical stabilizer, and rudder remained attached, while the left horizontal stabilizer and elevator were fragmented by impact forces. The engine remained partially attached to the airframe and exhibited heavy sooting and fire damage. All engine accessories remained in place and were fire damaged. Initial external examination of the engine did not reveal evidence of a catastrophic failure.

The airplane was recovered for further examination.

### Aircraft and Owner/Operator Information

|                                  |         |                                       |          |
|----------------------------------|---------|---------------------------------------|----------|
| <b>Aircraft Make:</b>            | Beech   | <b>Registration:</b>                  | N36WP    |
| <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> | KBUF, 709 ft msl     | <b>Observation Time:</b>            | 11:54 Local        |
| <b>Distance from Accident Site:</b>     | 10 Nautical Miles    | <b>Temperature/Dew Point:</b>       | 0°C / -7°C         |
| <b>Lowest Cloud Condition:</b>          |                      | <b>Wind Speed/Gusts, Direction:</b> | 6 knots / , 310°   |
| <b>Lowest Ceiling:</b>                  | Broken / 4900 ft AGL | <b>Visibility:</b>                  | 10 miles           |
| <b>Altimeter Setting:</b>               | 30.31 inches Hg      | <b>Type of Flight Plan Filed:</b>   | IFR                |
| <b>Departure Point:</b>                 | Lansing, MI (LAN)    | <b>Destination:</b>                 | Buffalo, NY (Buff) |

### Wreckage and Impact Information

|                            |         |                             |                           |
|----------------------------|---------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 Fatal | <b>Aircraft Damage:</b>     | Destroyed                 |
| <b>Passenger Injuries:</b> | N/A     | <b>Aircraft Fire:</b>       | On-ground                 |
| <b>Ground Injuries:</b>    | N/A     | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 1 Fatal | <b>Latitude, Longitude:</b> | 42.770916,-78.67945 (est) |

## Administrative Information

**Investigator In Charge (IIC):** Alleyne, Eric

**Additional Participating Persons:** Peter Basile; Textron Aviation; Wichita, KS  
Taylor Eila; FAA/FSDO; Rochester, NY

**Investigation Class:** [Class 3](#)

**Note:**