



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Danville, VA	<b>Accident Number:</b>	ERA22FA114
<b>Date &amp; Time:</b>	February 1, 2022, 10:06 Local	<b>Registration:</b>	N622QT
<b>Aircraft:</b>	Cessna 310	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Aerial observation		

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On February 1, 2022, about 1006 eastern standard time, a Cessna 310R airplane, N622QT, was destroyed when it was involved in an accident near Danville, Virginia. The commercial pilot was fatally injured. The airplane was operated by Sol Aerial Surveys as a Title 14 Code of Federal Regulations Part 91 aerial surveying flight.

The pilot had previously flown aerial surveying in the same make and model of the accident airplane. The accident flight was his first solo aerial surveying flight for the company following several observation flights with the company's owner. The airplane departed the Danville Regional Airport (DAN), Danville, Virginia, about 1003. A witness reported that the departure looked normal and that he heard nothing other than standard radio transmissions during the airplane's taxi, takeoff, and departure from the airport area.

According to preliminary Automatic Dependent Surveillance-Broadcast (ADS-B) data, the airplane turned toward the southeast and climbed to an altitude of about 2,300 ft mean sea level (msl) before beginning a descent about two minutes into the flight. The last data point showed the airplane at 1,100 ft msl about 1,150 ft from the accident site with a groundspeed of 168 knots. A nearby landowner who got a brief glimpse of the airplane while on his tractor reported that it "came in flat" and was "not turning or spinning."

The airplane impacted a wooded area about 4 nautical miles southeast (104°) of DAN. Severed treetops indicated that the airplane entered the wooded area banked to the right about 30°. The wreckage was highly fragmented along the 382-foot debris path oriented on a true heading of 246°. There was a strong fuel odor but no evidence of fire.

The largest portion of the wreckage, consisting of the empennage, an engine, and the remnants of the cockpit was located about 214 feet beyond the severed treetops at the base of a 16-in-diameter pine tree that was broken about 15-20 feet above the ground. The tree had fallen onto the wreckage opposite the airplane's direction of flight. A second engine was located about 150 ft farther along the debris path. Neither the wings nor the fuselage was intact. The flap setting could not be determined. The landing gear were all fractured off from their mounts and located

in various parts of the debris field and their preimpact positions could not be determined. The pitch trim position could not be determined. Six propeller blades were recovered, all fractured from their mounts. All blades displayed impact damage and some displayed leading-edge gouging, chordwise abrasion, twisting and aft bending. None of the propeller blades could be readily identified with the engine on which they were installed, and maintenance records were not immediately available.

No cockpit instruments were intact, and the throttle control quadrant was impact-damaged with all levers fully forward except the left throttle which was fully aft (closed) and the left propeller which was 2/3 aft. The fuel selector for the left engine was found in the OFF position and the fuel selector for the right engine was selected to the left main tank. Flight control continuity could not be confirmed for the elevator, rudder, and aileron due to impact damage. Rudder trim position could not be determined.

The wreckage was retained for further examination.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N622QT
<b>Model/Series:</b>	310 R	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>		<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>	DAN, 590 ft msl	<b>Observation Time:</b>	09:53 Local
<b>Distance from Accident Site:</b>	4 Nautical Miles	<b>Temperature/Dew Point:</b>	1° C / -4° C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 60°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	30.47 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Danville, VA (DAN)	<b>Destination:</b>	Danville, VA

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	36.556292, -79.253198

## Administrative Information

**Investigator In Charge (IIC):** Spencer, Lynn

**Additional Participating Persons:** Steve Harness; FAA FSDO; Richmond, VA  
Rick Roper; RAM Aircraft; Waco, TX  
William B. Welch; Textron Aviation; Wichita, KS  
Peter Makredes; Sol Aerial Surveys LLC; Las Vegas, NV

**Note:**



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Heath, OH	<b>Accident Number:</b>	CEN22FA113
<b>Date &amp; Time:</b>	February 1, 2022, 13:40 Local	<b>Registration:</b>	N716MC
<b>Aircraft:</b>	Cessna 182T	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On February 1, 2022, about 1340 eastern standard time, a Cessna 182T airplane, N716MC, was destroyed when it was involved in an accident near Heath, Ohio. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal cross-country flight.

At 1338, the pilot completed a touch-and-go landing at Newark-Heath Airport (VTA), Newark, Ohio, then departed to the east. The airplane climbed to about 500 ft above ground level (agl), then descended to 85 ft agl over a residential area. During the last 30 seconds of the flight, the airplane flew about 100 ft agl and about 145 kts groundspeed before it descended into trees. Figure 1 shows the end of the flight path overlaid onto Google Earth.

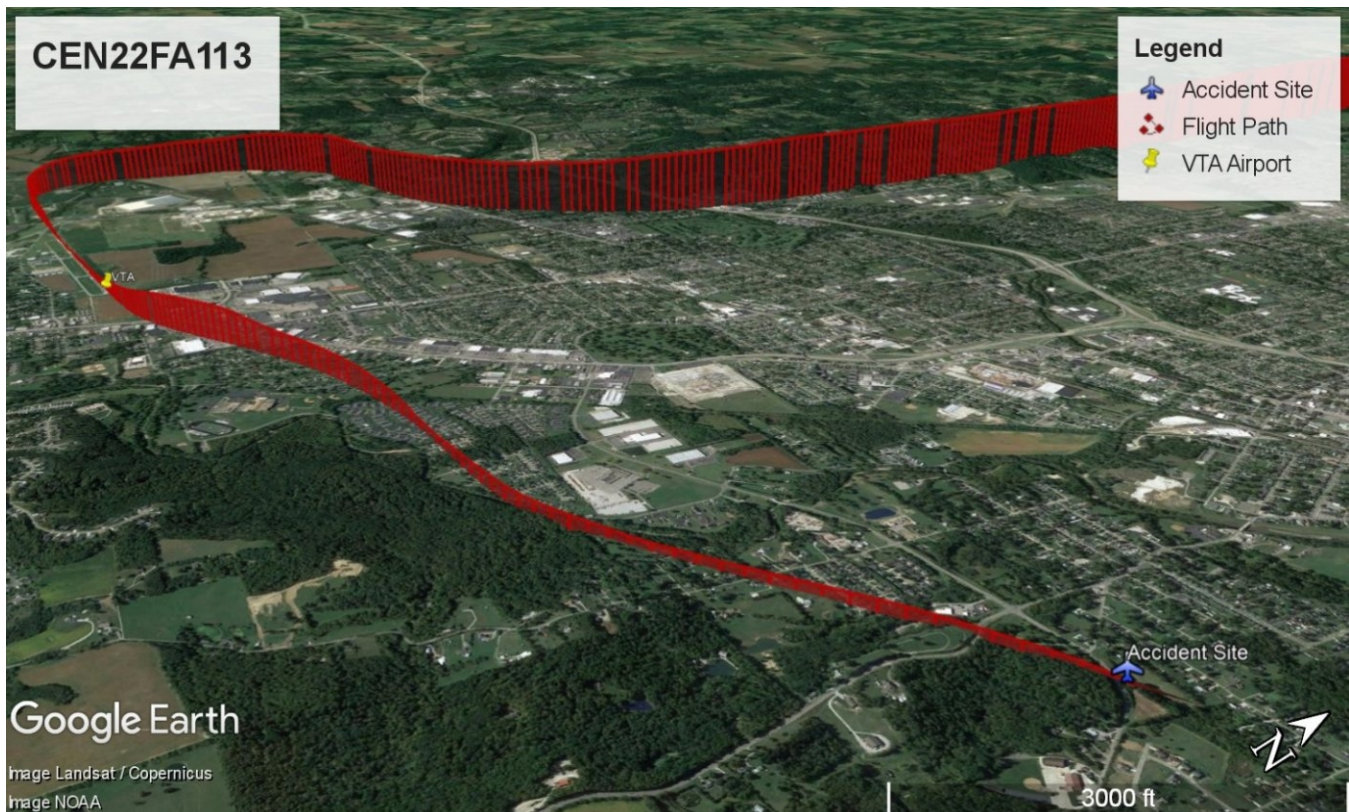


Figure 1. End of Flight Path

Witnesses at VTA stated that the airplane landed hard on runway 9, which was the opposite direction of the current airport traffic, then departed to the east. As the airplane departed, the flaps remained extended longer than the witnesses expected, and the airplane's altitude was lower than they expected.

Other witnesses located northeast of VTA reported that they observed the airplane eastbound at a low altitude until their view of the airplane was blocked by trees and buildings. They did not report anything anomalous with the airplane.

A witness near the accident site reported that the airplane was at the same altitude as the top of a flagpole before it collided with trees. He did not see the airplane make any erratic maneuvers.

A doorbell camera located near the accident site recorded the airplane flying at a low altitude, about 40 to 50 ft above ground level (agl), and a high airspeed.

The airplane collided with trees in a heavily wooded area about 2.5 miles east of VTA. The airplane continued through the trees for about 500 ft then impacted a road and metal guardrail. It continued east beyond the guardrail and down an embankment where it came to rest in multiple pieces.

The debris path in the woods included the entire right wing, portions of the left wing, portions of the elevator, and many other airplane pieces. There were numerous freshly cut tree branches intermingled with the airplane debris. The empennage was found partially wrapped around the guardrail and the remainder of the left wing was found to the right of the ground impact area. The fuselage sustained impact damage, scrape marks, tree transfer marks, and the top of the

cabin area was crushed aft with significant scrape marks. The engine separated from the firewall and was found about 30 feet beyond the fuselage.

Preliminary examination of the engine and airframe did not reveal any anomalies that would have precluded normal operation.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N716MC
<b>Model/Series:</b>	182T	<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>	KVTA, 884 ft msl	<b>Observation Time:</b>	13:54 Local
<b>Distance from Accident Site:</b>	3 Nautical Miles	<b>Temperature/Dew Point:</b>	9°C / -6°C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 170°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	30.13 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Newark, OH (VTA)	<b>Destination:</b>	Zanesville, OH (ZZV)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	40.038358, -82.399541

### Administrative Information

<b>Investigator In Charge (IIC):</b>	Lindberg, Joshua
<b>Additional Participating Persons:</b>	Elizabeth Swingle; Federal Aviation Administration; Columbus, OH Ryan Enders; Lycoming Engines; Williamsport, PA Andrew Hall; Textron Aviation; Wichita, KS
<b>Note:</b>	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Panama City, FL	<b>Accident Number:</b>	ERA22FA149
<b>Date &amp; Time:</b>	March 8, 2022, 18:46 Local	<b>Registration:</b>	N182XT
<b>Aircraft:</b>	Cessna 182Q	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On March 8, 2022, at 1846 central standard time, a Cessna 182Q airplane, N182XT, was destroyed when it was involved in an accident near the Northwest Florida Beaches International Airport (ECP), Panama City, Florida. The private pilot and passenger were fatally injured. The airplane was operated by the pilot as a personal flight conducted under the provisions of Title 14 *Code of Federal Regulations* Part 91.

Review of Automatic Dependent Surveillance – Broadcast (ADS-B) data provided by the Federal Aviation Administration (FAA) revealed that the pilot initiated an instrument flight rules (IFR) cross-country flight from his home airport of Jack Barstow Airport (IKW), Midland, Michigan at 1212 eastern standard time and arrived at Warren County Memorial Airport (RNC), McMinnville, Tennessee at 1503 central standard time for a total time enroute of 3 hours and 51 minutes. A fuel receipt showed that at 1520 the pilot purchased 74 gallons of 100-low lead fuel. The pilot departed at 1554 and arrived in the ECP area after about 2 hours and 45 minutes of flight time.

Review of preliminary air traffic control communications provided by the United States Air Force and FAA revealed that the flight was in contact with Tyndall Air Force Base (Tyndall Approach). The controller informed the pilot that information “quebec” was current, cleared him to OTTOE intersection (initial approach fix), and subsequently issued a clearance for the straight-in ILS runway 16 approach. A few minutes after the approach clearance the pilot confirmed that he was “established” on the approach and the controller instructed the pilot to contact the ECP air traffic control tower.

The pilot radioed the ECP air traffic control tower and informed the controller he was inbound on the ILS 16 approach. The controller acknowledged and then provided the current weather observation at the airport which included wind at 150° at 6 knots, visibility 2 statute miles, mist, overcast ceiling at 200 ft above ground level, and a barometric pressure of 29.92 inches Hg. The pilot stated, “200 overcast we’ll give it and try and see if we can get her down.” The controller then issued a landing clearance and subsequently offered to turn the approach lights up to the highest setting available with the pilot’s concurrence. The pilot stated, “affirmative that would be good” and the controller responded with “roger.” The controller subsequently

warned the pilot that if he did get beneath the overcast clouds, the approach lights would be bright, and the pilot acknowledged.

About 40 seconds later, the controller stated, “I’m receiving a low altitude alert. Check your altitude” to which the pilot stated “affirmative.” The controller then advised the pilot that Tyndall Approach noticed his flight track was deviating to the right [of the final approach course] and to use caution. He then provided the wind and ceiling information, which had not changed from the previous information provided. The pilot stated “affirmative”, and the controller followed up by stating, “one more thing, and then I won’t transmit again. There are other airports nearby with better weather conditions.” The pilot stated, “alright we’ll try this down to minimums and go-around if need be.”

About 12 seconds later the controller stated, “it appears you are drifting a little to the right” and then repeated “it appears you are drifting well to the right.” There were no further communications from the pilot despite several attempts from the controller to reach him. The controller subsequently alerted airport operations of a possible downed aircraft.

Review of the ADS-B flight track in the final approach phase found that the airplane’s course deviated left and right from the initial approach fix to the accident site, which was 1.55 nautical miles from the runway threshold. The airplane’s altitude showed momentary descents and climbs while on final approach. The final ADS-B data point recorded the airplane at 75 ft mean seal level, 144 knots groundspeed, with a ground track heading of 130°. Figure 1 shows the accident site, the final approach course represented as the yellow line, and the airplane’s flight track represented in the magenta line.

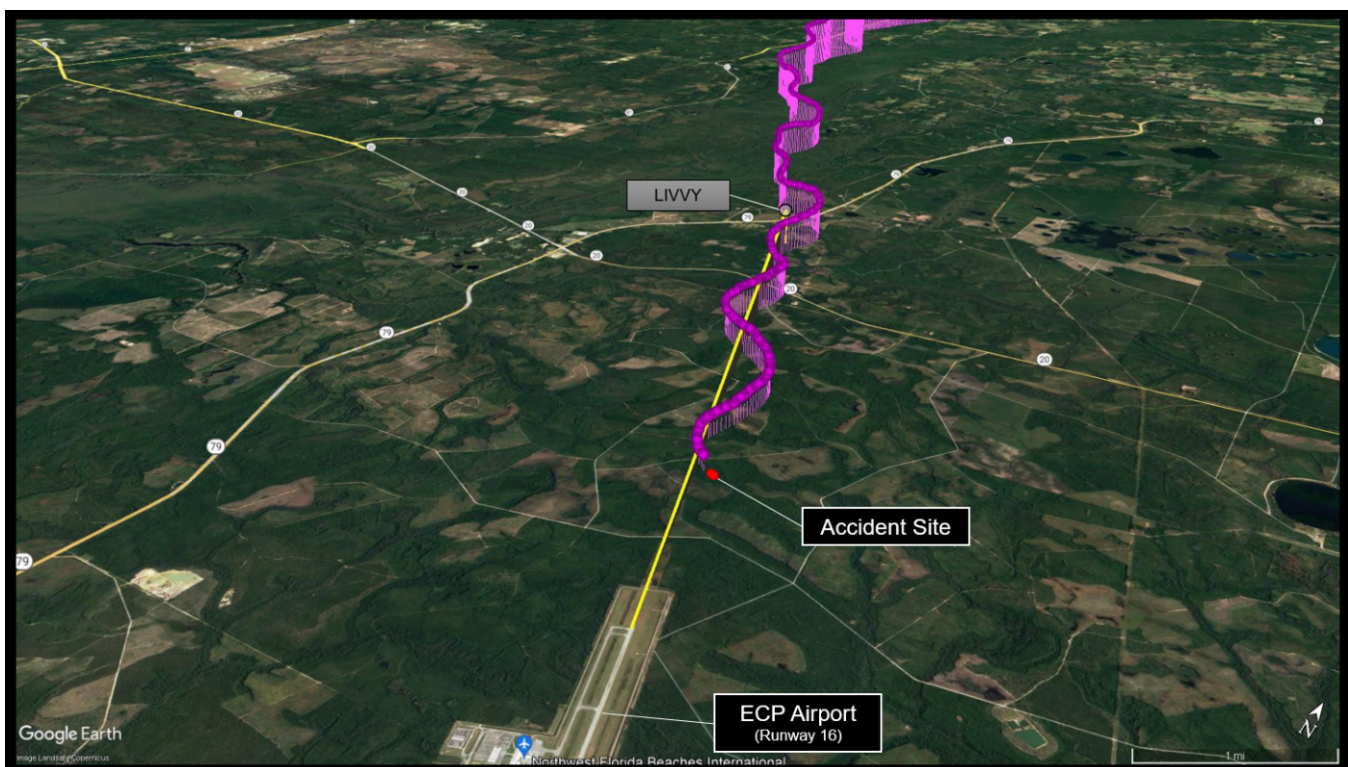


Figure 1: Overview of the flight track, final approach course, and accident site.



According to FAA airman records, the pilot held a private pilot certificate with ratings for airplane single-engine land, and instrument airplane. He was issued a third-class medical certificate on December 10, 2020. Review of the pilot's logbook revealed that he had 691 hours of total flight time, of which 569 hours were in the accident airplane. In the preceding 90 days, he had logged 5.4 hours all of which were in the accident airplane, 1.3 hours of actual instrument flight experience, and 0 hours of night flight. In the past 6 months he had logged 11 instrument approaches. His most recent flight review was completed on June 14, 2021.

The wreckage came to rest in an area of heavily wooded terrain and was fragmented. The initial impact area coincided with about 100 ft trees and the debris path was oriented on a heading of 130°-140° magnetic. The angle of descent through the trees was about 18°-20°.

All major components of the airplane were located in the debris path. Flight control and trim cable continuities were confirmed from the cockpit to each flight control surface except for the aileron balance cable which exhibited tension overload and splayed ends. There was no evidence of fire, and a strong odor of fuel was present.

The flap actuator was found in a position that corresponded to flaps up. The fuel selector handle had sustained impact damage. Its valve was found partially ported to the BOTH position.

The cockpit and instrument panel sustained significant impact damage. The primary attitude indicator remained partially attached to the panel and its vacuum air hose remained attached. The instrument sustained impact damage and its internal components had broken free and were loose in the instrument casing. The secondary electrically driven attitude indicator was loose in the debris. The altimeter was found set to a barometric pressure of 29.88 inches Hg.

The horizontal situation indicator sustained impact damage. It indicated a heading of 135°. The course deviation indicator was found set to 172° with a one dot deflection indicating the airplane was left of course. The heading bug was set to 150°. The glideslope deflection indicator was not visible.

The throttle, mixture, and propeller levers were full forward. The carburetor heat lever was found partially extended.

The engine had separated from the airframe and was found a few feet forward of the main wreckage. Evidence of angularly cut pine tree branches were observed covering the aft section of the engine. The engine was rotated manually by hand through 360° of movement. Crankshaft, camshaft, and accessory section continuity was demonstrated. Thumb-compression was displayed on each cylinder. The majority of the vacuum pump had fractured from the accessory section of the engine and was not located in the debris. Its engine driven gear operated normally when the engine was rotated.

The three bladed propeller had sheared from the propeller flange and was located a few feet from the engine. The blades exhibited leading edge gouging, chordwise scratches, and torsional twisting.

The wreckage was retained for further examination.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N182XT
<b>Model/Series:</b>	182Q NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>		<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>	NightDark
<b>Observation Facility, Elevation:</b>	ECP, 57 ft msl	<b>Observation Time:</b>	18:51 Local
<b>Distance from Accident Site:</b>	3 Nautical Miles	<b>Temperature/Dew Point:</b>	20° C / 20° C
<b>Lowest Cloud Condition:</b>	200 ft AGL	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 150°
<b>Lowest Ceiling:</b>	Overcast / 200 ft AGL	<b>Visibility:</b>	2 miles
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Type of Flight Plan Filed:</b>	IFR
<b>Departure Point:</b>	McMinnville, TN (RNC)	<b>Destination:</b>	Panama City, FL (ECF)

## 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>	30.395611, -85.810205

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	Kevin Atkins; FAA/ FSDO; Birmingham , AL Ernest Hall; Textron Aviation; Wichita , KS
<b>Note:</b>	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Dahlonega, GA	<b>Accident Number:</b>	ERA22FA161
<b>Date &amp; Time:</b>	March 19, 2022, 18:52 Local	<b>Registration:</b>	N1410F
<b>Aircraft:</b>	Cessna 172	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On March 19, 2022, about 1852 eastern daylight time, a Cessna 172H, N1410F, was substantially damaged when it was involved in an accident near Dahlonega, Georgia. The private pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Review of Automatic Dependent Surveillance - Broadcast data revealed that the airplane departed Athens/Ben Epps Airport (AHN), Athens, Georgia, at 1817. According to witnesses and a private security video, the airplane flew a straight in approach to runway 33 at Lumpkin County-Wimpys Airport (9A0), Dahlonega, Georgia. Runway 33 was 3,024 ft long and 50 ft wide. The airplane approached “fast” with the flaps retracted. It touched down nosegear first and bounced twice on the nosegear. Toward the end of the runway, engine noise increased, and the airplane began a climbing left turn to clear trees, followed by the sound of impact.

The wreckage came to rest upright, oriented about a 120° magnetic heading, in a residential yard beyond the end of the runway. Both wing tanks were breached, and a strong odor of fuel was present at the accident site. Additionally, the fire department had placed sediment below the right wing to absorb fuel on the ground. An approximate 65-ft debris path was observed along a magnetic course of 270°, beginning with tree scars about 50 ft up. A branch was recovered along the debris path; it exhibited an approximate 45° cut with gray paint transfer. An approximate 3-ft by 2-ft, by 1-ft deep crater was observed along the path, about 10 ft from the wreckage. The wreckage remained intact. Both wings exhibited leading edge damage with the left wing exhibiting more at the outboard half. The flaps and ailerons remained attached to their respective wing. The empennage remained intact and canted left; it was undamaged except for left horizontal stabilizer leading edge damage. Flight control continuity was confirmed from all flight control surfaces to the cabin area. Measurement of the flap actuator corresponded to a flaps retracted position. Measurement of the elevator trim jackscrew corresponded to a 10° trim tab up position; however, the trim wheel in the cockpit was set at the neutral/takeoff position. The cockpit area was crushed, but the pilot’s 4-pt harness remained latched and was cut by rescue personnel.

The engine remained attached to the airframe and the propeller remained attached to the engine. Both propeller blades exhibited chordwise scratching and leading-edge gouging.

The engine was retained for further examination. An iPad and a copy of digital security video footage were also retained for further examination

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1410F
<b>Model/Series:</b>	172 H	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>		<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>	GVL, 1276 ft msl	<b>Observation Time:</b>	18:53 Local
<b>Distance from Accident Site:</b>	20 Nautical Miles	<b>Temperature/Dew Point:</b>	14°C / 3°C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	13 knots / 22 knots, 290°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Athens, GA (AHN)	<b>Destination:</b>	Dahlonega, GA

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	34.569722, -84.0259

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gretz, Robert
<b>Additional Participating Persons:</b>	Andre Cummings; FAA/FSDO; Atlanta, GA Andrew Hall; Textron; Wichita, KS Mike Childers; Lycoming; Williamsport, PA
<b>Note:</b>	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Kekaha, HI	<b>Accident Number:</b>	ANC22LA025
<b>Date &amp; Time:</b>	March 20, 2022, 14:57 Local	<b>Registration:</b>	N98763
<b>Aircraft:</b>	Cessna 172P	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

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On March 20, 2022, about 1457 Hawaii-Aleutian standard time, a Cessna 172N airplane, N98763, was destroyed when it was involved in an accident about 13 miles north of Kekaha, Hawaii, on the island of Kauai. The two pilots were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 flight.

The accident airplane, owned and operated by the Civil Air Patrol, was conducting a routine hurricane / tsunami practice flight. Witnesses reported to the Kauai police department that just before the accident, they reported seeing an airplane flying low, and close to the mountain, in poor weather conditions, then hearing a loud crashing noise. A search and rescue helicopter, operated by the Kauai Fire Department, subsequently located the fragmented airplane wreckage in an area of steep mountainous terrain, and confirmed that there were no survivors.

The airplane was equipped with Automatic Dependent Surveillance–Broadcast (ADS–B), which provides aircraft tracking to determine its position via satellite navigation or other sensors and periodically broadcasts it, enabling it to be tracked. The information can be received by air traffic control ground stations as a replacement for secondary surveillance radar, as no interrogation signal is needed from the ground.

According to archived Federal Aviation Administration ADS-B data, after the airplane departed the Lihue Airport, it initially proceeded southwest, then it turned north as it neared the northwest side of the island. The airplane then turns to an easterly heading, towards an area of rising terrain. The ADS-B data stops near where the wreckage was found.

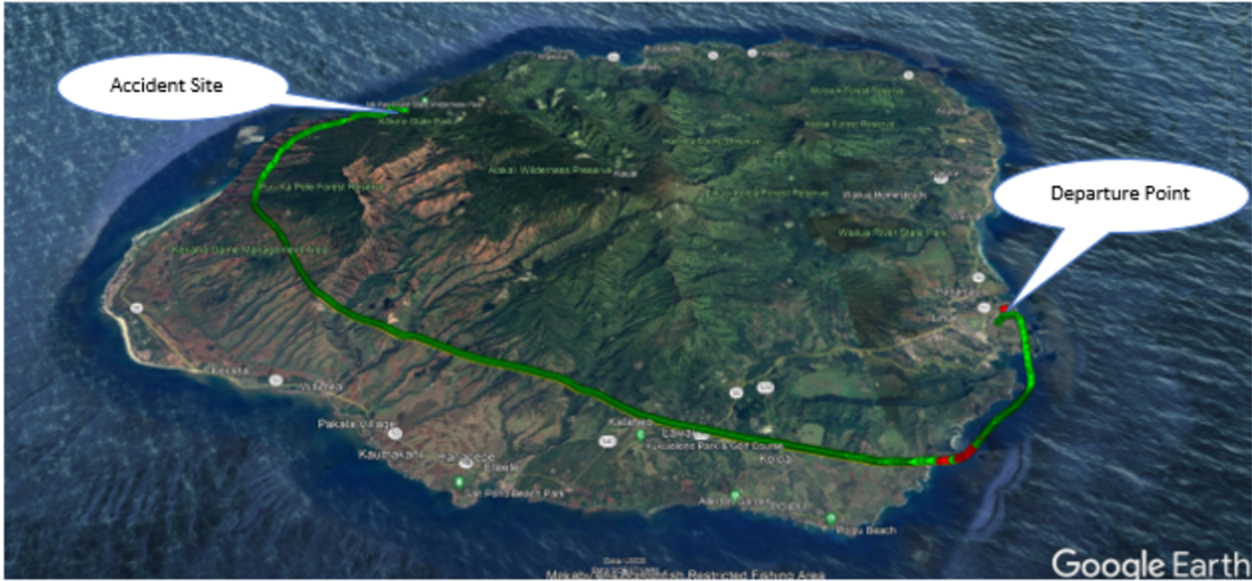


Figure. ADS-B track data for N98763 which depicts the departure, flight path, and accident site.

A detailed wreckage examination is pending following wreckage recovery efforts.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N98763
<b>Model/Series:</b>	172P	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>		<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>	Day
<b>Observation Facility, Elevation:</b>	PHBK, 12 ft msl	<b>Observation Time:</b>	15:51 Local
<b>Distance from Accident Site:</b>	7 Nautical Miles	<b>Temperature/Dew Point:</b>	25° C / 19° C
<b>Lowest Cloud Condition:</b>		<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 320°
<b>Lowest Ceiling:</b>	Overcast / 4300 ft AGL	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Departure Point:</b>	Lihue , HI (LIH)	<b>Destination:</b>	Lihue , HI (LIH)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	Unknown
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	Unknown
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	21.97921,-159.66786

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Ward, Mark
<b>Additional Participating Persons:</b>	Spencer T. Leonard; Federal Aviation Administration ; Honolulu , HI Clinton O. Johnson ; NTSB; Anchorage , AK
<b>Note:</b>	The NTSB did not travel to the scene of this accident.



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Marlin, TX	<b>Accident Number:</b>	CEN22FA168
<b>Date &amp; Time:</b>	April 5, 2022, 12:31 Local	<b>Registration:</b>	N858JA
<b>Aircraft:</b>	Cessna TU206F	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Aerial observation		

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On April 5, 2022, about 1231 central daylight time, a Cessna TU206F airplane, N858JA, was substantially damaged when it was involved in an accident near Marlin, Texas. The 2 pilots were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 aerial observation flight.

The airplane departed the Houston Executive Airport (TME), Houston, Texas, on a pipeline inspection flight with a destination of Waco, Texas. Preliminary radar and Automatic Dependent Surveillance-Broadcast (ADS-B) data indicated the airplane first appeared at 1038 near TME. The airplane tracked north-northwest toward Waco, Texas, and climbed to 4,000 ft msl. About an hour and a half into the flight, the airplane turned southwest and began a series of maneuvering turns over the area where the pipeline was located. The airplane continued to maneuver southwest and worked its way to a location 20 miles south of Waco. It then turned to the east toward the Marlin Airport (T15), Marlin, Texas. The pilot contacted Waco Approach Control and informed them that he was landing at T15.

The airplane overflew the airport and entered a left downwind traffic pattern for runway 17. The airplane continued to a left base leg and then final. An Armory security camera located on the airport recorded the airplane on final approach. The airplane touched down just past the approach end of the runway and bounced back into the air. It touched down a second time in the grass just right of the runway, struck a runway light, veered back on the runway, crossed the runway, and departed the left side of the runway. The airplane then disappeared behind a building. Mode C position reporting data showed three more airplane positions in close proximity just east of the airport. All track data was lost at 1231. The airplane was about 1,800 ft. southeast of the approach end of runway 17 at T15 when track data was lost.

The accident site was in a treed pasture located on the east side of a gravel road that ran along the east side of T15, and 1 mile northeast of Marlin, Texas. The elevation of the accident site was 410 ft and the terrain was predominately flat.



The airplane impacted in a near vertical attitude and rested upright on its main landing gear and nose on a heading of 281°.

The airplane main wreckage was located about 340 ft east of the runway and consisted of the fuselage, both wings, main landing gear, engine, and empennage. The propeller and nose landing gear were located west of the airplane. A debris field that contained broken pieces of the windscreen, cowling, glareshield, and instrument panel was located between the airplane and the propeller. An additional area of debris that consisted of the left wing tip was located beneath a tree about 90 ft west-northwest of the airplane. A broken tree branch was located among the debris.

The airplane's propeller was located 33 ft. west of the airplane main wreckage and was embedded about 1 ft into the ground. The propeller was broken torsionally at the flange. All three blades showed S-bending and chordwise scratches. A 4 ft by 4 ft impact crater was located beneath the propeller. Pieces of the windscreen were found in the crater. Two 6 in wide and 15 ft long impressions in the ground extended east and west from the impact crater. At the end of the east impression were pieces of the right wing tip and position light.

A second tree located 15 ft south of the impact crater showed several broken branches, which were found on the ground between the propeller and the tree.

An on-scene examination of the airplane revealed no preaccident malfunctions or failures that would have precluded normal operation.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N858JA
<b>Model/Series:</b>	TU206F	<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>	KACT, 498 ft msl	<b>Observation Time:</b>	11:51 Local
<b>Distance from Accident Site:</b>	25 Nautical Miles	<b>Temperature/Dew Point:</b>	30°C / 17.8°C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	15 knots / , 240°
<b>Lowest Ceiling:</b>		<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	29.62 inches Hg	<b>Type of Flight Plan Filed:</b>	
<b>Departure Point:</b>	Houston, TX (TME)	<b>Destination:</b>	Waco, TX

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	31.339384,-96.85044 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bowling, David
<b>Additional Participating Persons:</b>	Christopher Wright; Federal Aviation Administration; Irving, TX Henry Soderlund; Textron Aviation; Wichita, KS Sean Dey; New Era Technology; Boardman, OH
<b>Note:</b>	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Heyburn, ID	<b>Accident Number:</b>	WPR22FA151
<b>Date &amp; Time:</b>	April 13, 2022, 08:32 Local	<b>Registration:</b>	N928JP
<b>Aircraft:</b>	Cessna 208B	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

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On April 13, 2022, about 0832 mountain daylight time, a Cessna 208B Grand Caravan, N928JP, was substantially damaged when it was involved in an accident near Heyburn, Idaho. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulation* Part 135 cargo flight. According to the operator, the pilot was transporting cargo on an instrument flight rules flight from the Salt Lake City International Airport (SLC), Salt Lake City, Utah, to the Burley Municipal Airport (BYI), Burley, Idaho.

A review of air traffic control (ATC) communication with the pilot revealed the approach controller issued the pilot the current altimeter setting and verified that the pilot had the current weather and notices to airmen reports for BYI. Subsequently, the controller cleared the pilot for the RNAV runway 20 approach via the MALTT transition at BYI. The pilot reported passing the initial approach fix, and about 4 minutes later reported a missed approach. The controller then instructed the pilot to execute the published missed approach and to report established [in the hold] at IREME, and to expect the same approach.

After the pilot report established at IREME, the controller cleared the pilot for the approach. About 1 minute later, the controller asked the pilot if she had crossed the initial approach fix. The pilot initially replied negative, then subsequently replied that she had crossed the fix. The controller then approved a change to BYI advisory frequency.

Video footage recovered from a security camera located on a processing plant revealed a view of the rooftop of the processing plant, along with a smokestack supported by steel framework on the roof. Snow was observed falling. About 0832:25, the airplane came into view in a wings-level, nose-high descent. The airplane subsequently struck the smokestack and fell to the rooftop.

According to a witness, located about one quarter mile away, he first heard, then observed the airplane descend out of the clouds then immediately went into a steam cloud, which was produced from a set of six smokestacks located on the same roof. The witness heard the engine increase in sound and saw the nose lift shortly before the airplane struck the smokestack and descend to the rooftop.

The airplane came to rest on its right side. Both wings, the propeller assembly, belly pod, and the nose wheel separated from the fuselage. All major components of the airplane remained on the rooftop. First responders recovered about 40 gallons of jet fuel which had spilled from both wings.

A special automated weather report for BYI about the time of the accident reported 1 mile visibility in light snow and mist, broken layer at 2,300 ft above ground level (agl), overcast at 2,800 ft agl, temperature -3°C, dew point temperature -5°C, barometric pressure 29.96 inches of mercury. An Airmen’s Meteorological Information (AIRMET) advisory was active for icing and mountain obscurations for areas that included BYI.

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

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N928JP
<b>Model/Series:</b>	208B	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135)
<b>Operator Designator Code:</b>			

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	IMC	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KBYI, 4143 ft msl	<b>Observation Time:</b>	08:10 Local
<b>Distance from Accident Site:</b>	1 Nautical Miles	<b>Temperature/Dew Point:</b>	-3°C / -5°C
<b>Lowest Cloud Condition:</b>		<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 190°
<b>Lowest Ceiling:</b>	Broken / 2300 ft AGL	<b>Visibility:</b>	1 miles
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Type of Flight Plan Filed:</b>	IFR
<b>Departure Point:</b>	Salt Lake City, UT (SLC)	<b>Destination:</b>	Burley, ID (BYI)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	42.551433, -113.75969

## Administrative Information

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**Investigator In Charge (IIC):** Salazar, Fabian

**Additional Participating Persons:** Craig F. Karel; Federal Aviation Administration; Boise, ID  
Casey Love; Textron Aviation; Wichita, KS

**Note:**



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Sylmar, CA	<b>Accident Number:</b>	WPR22FA160
<b>Date &amp; Time:</b>	April 20, 2022, 12:26 Local	<b>Registration:</b>	N143JB
<b>Aircraft:</b>	Cessna 337	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On April 20, 2022, at 1226 Pacific daylight time, a Cessna 337, N143JB, was substantially damaged when it was involved in an accident near Sylmar, California. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

After takeoff, tower personnel instructed the pilot to change radio frequency. The pilot replied that his landing gear had not fully retracted and requested to stay over the airport. The tower queried his intentions, and the pilot stated that he was going to climb to 2,500 ft and circle the airport. Tower personnel approved his request. There were no further radio transmissions from the pilot.

Witnesses in the surrounding area, and traveling on the 210 freeway, observed the airplane in a left turn. Shortly after, they observed the airplane's nose drop and spiral to the ground. The airplane came to rest on an embankment wedged between two trees, upright and in a nose-low attitude about 80 ft from the roadway. The airplane's left wing struck a fence before the airplane struck the ground. The wing remained near the top of the embankment.

The rear engine propeller assembly separated at the crankshaft and came to rest just forward of the right wing. The forward engine propeller assembly also separated at the crankshaft and was found underneath the engine in its relative normal position. Flight control continuity was established from the cockpit area to the respective flight control surfaces. The smell of fuel was present at the accident site, and the left-wing outboard and inboard fuel tanks had been breached. The right-wing inboard fuel tank had not been breached and fuel was observed in the tank, the outboard fuel tank had been breached.

The airplane was recovered for further examination.

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N143JB
Model/Series:	337	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:	KWHP, 1003 ft msl	Observation Time:	11:55 Local
Distance from Accident Site:	3 Nautical Miles	Temperature/Dew Point:	18°C / 7°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	/ ,
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility:	10 miles
Altimeter Setting:	30.03 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Los Angeles, CA (WHP)	Destination:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	34.310972,-118.43192 (est)

## Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Cotry Shearrill; Federal Aviation Administration; Van Nuys, CA
Note:	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Covington, GA	<b>Accident Number:</b>	ERA22FA199
<b>Date &amp; Time:</b>	April 21, 2022, 18:44 Local	<b>Registration:</b>	N84GR
<b>Aircraft:</b>	Cessna 340	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On April 21, 2022, about 1844, eastern daylight time, a Cessna 340, N84GR was destroyed when it was involved in an accident in Covington, Georgia. The private pilot and student pilot were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the partner of the student pilot, both the student pilot and private pilot flew to Lubbock, Texas on a commercial airline the day prior to the accident to pick up the accident airplane. On the day of the accident, the student pilot intended to begin flight training with his flight instructor. She further stated that student pilot had recently met the private pilot and the private pilot told the student pilot that he could teach him how to fly the accident airplane.

According to preliminary radar data obtained from the Federal Aviation Administration, the airplane departed Dekalb-Peachtree Airport (PDK), Atlanta, Georgia about 1640. The airplane was tracked to Gwinnett County Airport-Briscoe Field (LZU), Lawrenceville, Georgia, where it arrived about 1650. The airplane departed (LZU) about 1712 and arrived at Lumpkin County-Wimpey's Airport (9A0), Dahlonega, Georgia about 1731. The airplane then departed (9A0) about 1813, en route to Covington Municipal Airport (CVC), Atlanta, Georgia.

According to multiple witnesses in the vicinity of CVC, the airplane made a "hard right" banking turn, started to spiral downward, and then impacted a row of parked, empty semi-truck trailers about 1 nautical mile southeast of CVC. Parking lot surveillance video revealed the airplane descending in a right spin at the time of the impact. The airplane was destroyed by post-impact fire.

Remnants of the right horizontal stabilizer, elevator, vertical stabilizer, and rudder were found within the debris area. Flight control cables located within the debris area were traced from the remnants of the control surfaces to their respective bellcranks, and to the flight controls within the cockpit. The cockpit and instrument panel were destroyed by post-impact fire.

Examination of both engines revealed fire and impact damage. A preliminary onsite examination revealed all fuel lines and ignition wiring on both engines were destroyed by post-impact fire.



The wreckage was recovered and retained for further examination.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N84GR
<b>Model/Series:</b>	340 Undesignated Series	<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>	CVC,819 ft msl	<b>Observation Time:</b>	18:35 Local
<b>Distance from Accident Site:</b>	1 Nautical Miles	<b>Temperature/Dew Point:</b>	23°C /12°C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	30.35 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Dahlonoga, GA (9A0)	<b>Destination:</b>	Covington, GA (CVC)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	On-ground
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	33.62488,-83.82656

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alleyne, Eric
<b>Additional Participating Persons:</b>	Kenneth D Murray; FAA/FSDO; Atlanta, GA
<b>Note:</b>	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Altha, FL	<b>Accident Number:</b>	ERA22FA218
<b>Date &amp; Time:</b>	May 3, 2022, 17:00 Local	<b>Registration:</b>	N6413B
<b>Aircraft:</b>	Cessna 172	<b>Injuries:</b>	2 Fatal, 2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On May 3, 2022, about 1700 central daylight time, a Cessna 172, N6413B, was destroyed when it was involved in an accident near Altha, Florida. The private pilot and one passenger were fatally injured, and two passengers were seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the airport manager, the flight departed from runway 36 at Calhoun County Airport (F95), Altha, Florida with full fuel tanks. The windsock indicated wind out of the west, about 10 knots. The pilot was in the left cockpit seat and was local to the area. The airplane owner was in the right cockpit seat; he did not hold a pilot certificate.

According to airport surveillance video and witness statements, the airplane lifted off and immediately attained a high angle of attack at slow speed. The airplane then proceeded past the departure end of runway 36, where a left 270° turn commenced at a low altitude, without climbing. The airplane proceeded eastbound and across the departure end of runway 36, then descended out of sight behind a hangar, impacted the ground and a post-crash fire ensued. Witnesses immediately responded to the accident site to assist.

The wreckage came to rest near the airport's perimeter fence. A post-accident fire consumed the fuselage, empennage, and left wing. Flight control continuity was confirmed from the flight control surfaces to the cockpit controls. The engine remained attached to the firewall and the propeller remained attached to the engine. A portable electronic flight instrument system (EFIS) and a portable GPS were found separated and away from the fire zone. They were sent to the NTSB Vehicle Recorders Laboratory for possible download of data.

The wreckage was retained for further examination.

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6413B
Model/Series:	172	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:	KMAI, 108 ft msl	Observation Time:	16:53 Local
Distance from Accident Site:	21 Nautical Miles	Temperature/Dew Point:	31 °C / 16 °C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	9 knots / , 260°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Altha, FL	Destination:	Altha, FL

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 2 Serious	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Fatal, 2 Serious	Latitude, Longitude:	30.49138, -85.11182 (est)

## Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Anna Williams; FAA/FSDO; Birmingham, AL Ernest Hall; Textron Aviation; Wichita, KS

Note:



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Broomfield, CO	<b>Accident Number:</b>	CEN22FA197
<b>Date &amp; Time:</b>	May 11, 2022, 12:35 Local	<b>Registration:</b>	N73670
<b>Aircraft:</b>	Cessna 172	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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On May 11, 2022, about 1235 mountain daylight time, a Cessna 172N airplane, N73670, was destroyed when it was involved in an accident near Broomfield, Colorado. The pilot sustained fatal injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

A preliminary review of track data indicated that the airplane departed from the Rocky Mountain Metro Airport (BJC), Broomfield, Colorado. The airplane departed to the southeast and entered the traffic pattern at the Colorado Air and Space Airport (CFO), Watkins, Colorado. The pilot performed a landing at CFO and then departed to the southeast. The pilot performed flight maneuvers to the south of Bennett, Colorado, and then departed back to the west to BJC. The pilot performed one approach to runway 12R at BJC and remained in the traffic pattern.

The air traffic controller instructed the pilot to widen his downwind leg before turning base for runway 12R, due to traffic landing on runway 12L. The controller then changed the landing to runway 12L and cleared the pilot to land. The pilot performed a right turn to the base leg, and after being established on final for runway 12L, the airplane abruptly turned to the north and rapidly descended.

The airplane impacted an intersection about ½ nm northwest of the approach end of runway 12L. The airplane came to rest on a sidewalk after impacting the ground and a traffic light pole. A postimpact fire ensued and the wreckage was destroyed.

The wreckage was recovered from the accident site for a future examination of the airframe and the engine.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N73670
<b>Model/Series:</b>	172 N	<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>	None		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KBJC, 5595 ft msl	<b>Observation Time:</b>	12:38 Local
<b>Distance from Accident Site:</b>	1 Nautical Miles	<b>Temperature/Dew Point:</b>	29° C / -7° C
<b>Lowest Cloud Condition:</b>	Scattered / 24000 ft AGL	<b>Wind Speed/Gusts, Direction:</b>	13 knots / 23 knots, 220°
<b>Lowest Ceiling:</b>		<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	29.9 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Broomfield, CO	<b>Destination:</b>	Broomfield, CO

## 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>	On-ground
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	39.922815, -105.12902 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Keith Burke; FAA Denver FSDO; Denver, CO Andrew Hall; Textron Aviation; Wichita, KS
<b>Note:</b>	The NTSB traveled to the scene of this accident.



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Miami, FL	<b>Accident Number:</b>	ERA22FA226
<b>Date &amp; Time:</b>	May 14, 2022, 12:51 Local	<b>Registration:</b>	N8845Z
<b>Aircraft:</b>	Cessna 172H	<b>Injuries:</b>	1 Fatal, 2 Serious, 5 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On May 14, 2022, about 1251 eastern daylight time, a Cessna 172H airplane, N8845Z, was substantially damaged when it was involved in an accident near Miami, Florida. The pilot was fatally injured, two passengers were seriously injured, and five people on the ground received minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

On the day of the accident, the pilot departed Miami Homestead General Aviation Airport (X51), Homestead, Florida about 1145, destined for North Perry Airport (HWO), Hollywood, Florida. After landing about 1220, the pilot taxied to a self-serve fuel pump and added about 11.2 gallons of 100LL aviation fuel to the airplane. After loading his passengers, he taxied out and departed at 1238, destined for Key West International Airport (EYW), Key West, Florida.

According to a passenger, he and the other passenger arrived as the pilot was completing the fueling. He observed the pilot use a checklist while were waiting to takeoff. After takeoff, they headed (east) toward the shoreline for local sightseeing. About 15 to 20 minutes later, the pilot called "the tower" and said he had an engine problem and had to return. The passenger did not hear anything wrong with the engine, and though the pilot seemed concerned, he was not panicked. The passenger could not remember anything else.

According to preliminary air traffic control data provided by the Federal Aviation Administration the pilot requested flight following from Miami Approach after takeoff from HWO, with the pilot using the call sign "N5545Z" (instead of "N8845Z"). After establishing radar contact with the airplane, the pilot was instructed to remain below 2,000 ft clear of Class B airspace. At 1248, when the airplane was southbound along Miami Beach about 1,200 ft, the pilot transmitted to Miami Approach: "Miami Approach...Mayday-Mayday-Mayday...54Z, uh lost engine power ...I don't know where I am going to put this down but I'm going down right here". The airplane then turned northbound and began losing altitude. When the airplane was about 500 ft, Miami Approach provided the wind speed and direction (180° at 3 knots) and asked the pilot if he had time to provide the number of souls on board and fuel, to which the pilot replied: "There's three souls, there's um a road right here...a little bridge, I'm going to make that, 54Z." This was the last transmission from the pilot.

The airplane touched down on the Herman B. Fultz Bridge which passed over the Haulover Inlet. The bridge was about 1,257 feet long with a deck width of about 56 feet. The edges of the deck were equipped with sidewalks, railings, and streetlights. The bridge was configured with four traffic lanes (two Northbound and two Southbound) which were separated by a raised concrete median.

The airplane struck two vehicles before coming to rest on the bridge. Examination of the bridge revealed that the airplane had touched down in a northbound direction with the left main landing gear tire and right main landing gear tire straddling the raised concrete median. It then struck a vehicle from behind on the northbound side, crossed over the median and struck another vehicle from the front which was traveling on the southbound side before it nosed over, and came to rest on the northbound side of the bridge, facing southbound. Measurements of the airplane's ground path indicated that it traveled about 318 feet after striking the first vehicle until it came to rest.

Images of the airplane prior to touchdown indicated that the propeller was windmilling, the wing flaps were up, and there was no sign of smoke or fire.

After the airplane came to rest, a post-crash fire ensued, which consumed a majority of the cabin and fuselage. During a post-accident examination, the throttle control was found in the full forward position, the mixture control was full rich, and the carburetor heat control was closed. The primer was in and locked. The fuel selector valve handle was destroyed by the post impact fire. The position of the valve was between Both and Right. Thumb compression and suction were obtained on all cylinders, and spark was produced by both magnetos on all leads. All the bottom spark plugs were normal gray in color, and except for spark plugs No. 1, No. 3, and No. 5, which were oil fouled due to the position of the airplane when it came to rest in an inverted position, all the top spark plugs were normal gray in color.

The fuel strainer bowl contained a small amount of charred debris and was free of any corrosion. When disconnected from the carburetor a small amount of fuel was observed to flow from the line. The carburetor accelerator pump functioned normally, and the inlet screen was clean. The floats were submerged in water and did not exhibit any signs of leakage. There was a small amount of visible corrosion in the carburetor bowl. The oil filter contained some carbon deposits; the oil suction screen was clean.

The wing flap actuator when measured correlated to a flap ups (0°) position. The elevator trim actuator when measured correlated to a 10° trim tab up position. There was no evidence of an inflight fire, and flight control continuity was established from the rudder, elevator, and ailerons to the flight controls in the cockpit.

Examination of the fuel providers facility did not reveal any evidence of fuel contamination, or any anomalies with the dispensing system. Additionally, all inspections were found to be up to date.

The wreckage was retained by the NTSB for further examination.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8845Z
<b>Model/Series:</b>	172H	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

**Operator Designator Code:**

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KOPF, 4 ft msl	<b>Observation Time:</b>	12:53 Local
<b>Distance from Accident Site:</b>	9 Nautical Miles	<b>Temperature/Dew Point:</b>	30° C / 20° C
<b>Lowest Cloud Condition:</b>	Scattered / 4400 ft AGL	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 170°
<b>Lowest Ceiling:</b>		<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Hollywood, FL (HWO)	<b>Destination:</b>	Key West, FL (EYW)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 Serious	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	5 Minor	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal, 2 Serious, 5 Minor	<b>Latitude, Longitude:</b>	25.900583, -80.124667

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gunther, Todd
<b>Additional Participating Persons:</b>	Juan Carlos Garcia; FAA / FSDO; Miramar, FL Jennifer Barclay; Textron Aviation; Wichita, KS

**Note:**





# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Wayne, NE	<b>Accident Number:</b>	ERA22FA233
<b>Date &amp; Time:</b>	May 20, 2022, 18:42 Local	<b>Registration:</b>	N76075
<b>Aircraft:</b>	Cessna 140	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Air race/show		

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On May 20, 2022, at 1842 central standard time, a Cessna 140 airplane, N76075, was destroyed when it impacted terrain near the Wayne Municipal Airport (LCG), Wayne, Nebraska. The private pilot was fatally injured. The airplane was operated by the pilot under the provisions of Title 14 *Code of Federal Regulations* Part 91.

According to a representative with STOL Drag Events LLC., who was a participant organization in the 2022 Wayne County Mayday STOL Drag Races, the day before the accident the event began with short takeoff and landing drag racing (STOL Drag) training conducted on a course next to runway 5-23. The accident pilot had been signed off for competition at a prior STOL Drag event. On the day of the accident, additional STOL Drag training had been completed in the morning and qualifying STOL Drag races were planned for the afternoon. However, due to the northwest gusting winds, the qualifiers were postponed until the next day.

After the postponement decision was made, several of the competing pilots expressed a desire to perform traditional STOL (without any drag racing component) on the grass runway 31 given the favorable headwinds. A safety briefing was held with STOL Drag representatives, Federal Aviation Administration (FAA) inspectors, and pilots that planned to fly in the traditional STOL. A representative with STOL Drag informed the pilots that the flying was optional, and it was not a part of the formal competition. In order to limit pattern congestion, multiple groups of 5 airplanes were organized.

According to multiple witnesses and video/photographic evidence, the accident airplane was the last airplane within the group of 5 and two landings had been performed without incident. During the third approach with the accident airplane on final approach and following a Zenith STOL 701 also on final, the accident airplane descended and appeared to be lower than the airplane ahead. Subsequently, the pitch attitude increased, the airplane rolled to the right, and completed a 3/4 turn right spin and impacted terrain in a near vertical attitude, as shown in Figure 1 with the accident airplane circled in red.

The STOL Drag representative that coordinated the pattern operations over the radio reported that about 45 seconds prior to the accident, he stated over the radio to the accident pilot, "lower your nose you look slow." About 15 seconds before the accident, he stated again to the

accident pilot, “lower your nose.” There were no communications received from the accident pilot and none of the other pilots in the pattern were talking on the radio near the time of the accident.

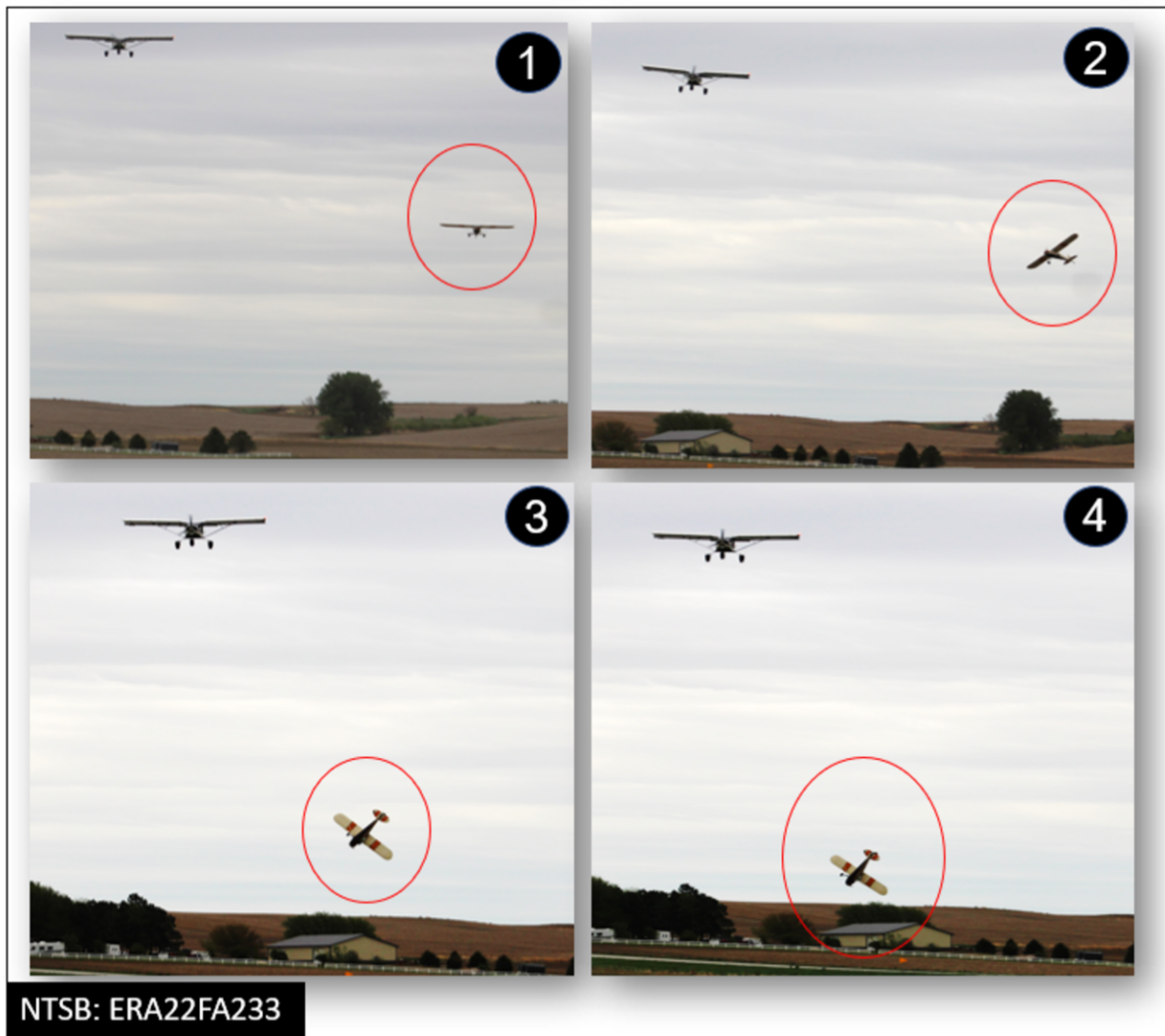


Figure 1: Four photographs showing the right roll and descent

The airplane came to rest about 1,600 ft from the runway 31 threshold and about 250 ft right of the extended centerline. The airplane’s primary surfaces remained intact, and the forward cowling and engine area was crushed aft into the cockpit. Flight control continuity was established from the cockpit to all flight control surfaces. Fuel remained in both wings, there was no evidence of fire, and the fuel selector was found selected to the right tank. The throttle lever was found extended about 1 ¾ of an inch and had fractured. The carburetor heat lever was found OFF. The flap handle and latch sustained impact damage and could not be correlated to a specific flap setting.

The airspeed indicator needle was found indicating about 57MPH and a rub mark at this speed was observed on the face of the instrument. The left seat lap belt was found belted. Shoulder harnesses were not installed.

The engine displayed varying degrees of impact damage and the propeller remained attached to its hub. When the propeller was rotated by hand, crankshaft and camshaft continuity, and thumb compression was confirmed. Both magnetos produced spark when rotated by an electric drill. The carburetor was found with fuel remaining in its bowl, which tested negative for water when water finding paste was applied. The mixture was safety wired to the full rich position. The carburetor heat baffle was found closed/ OFF.

About the time of the accident at the airport, an hourly observation reported that wind was from 290° at 15 knots, gusting to 21 knots, which was consistent with video that showed tall flags positioned at the runway threshold. The video showed that the gusting wind varied from about 290° to a direction nearly aligned with runway 31.

At the time of the accident, an airport and runway 31 closure Notice to Air Mission was in effect. An FAA Certificate of Waiver had been issued to STOL Drag Events LLC. from May 19-22 to conduct “Competition STOL Drag (Straight Line Air Race, (Non-Closed Course) at Wayne Municipal Airport, Wayne, NE. All racing will be below 100' AGL, within the defined limits of the course adjacent to Runway 05/23.”

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N76075
<b>Model/Series:</b>	140	<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>	LCG, 1424 ft msl	<b>Observation Time:</b>	18:35 Local
<b>Distance from Accident Site:</b>	0 Nautical Miles	<b>Temperature/Dew Point:</b>	15° C / 2° C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 21 knots, 290°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	29.78 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Wayne, NE	<b>Destination:</b>	Wayne, NE

## 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>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	42.235994,-96.977827

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gerhardt, Adam
<b>Additional Participating Persons:</b>	David Keenen; Federal Aviation Administration ; Washington, DC Henry Soderlund; Textron Aviation; Wichita, KS
<b>Note:</b>	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Show Low, AZ	<b>Accident Number:</b>	WPR22FA188
<b>Date &amp; Time:</b>	May 25, 2022, 17:50 Local	<b>Registration:</b>	N5532R
<b>Aircraft:</b>	Cessna 172F	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On May 25, 2022, about 1750 mountain standard time, a Cessna C-172F airplane, N5532P, was substantially damaged when it was involved in an accident near Show Low, Arizona. The pilot and passenger were fatally injured. The airplane was as operated as a Title 14 *Code of Federal Regulations (CFR)* Part 91 personal flight.

Witnesses at Show Low Regional Airport (SOW) observed the airplane attempt a takeoff from runway 25. They stated the airplane became airborne two or three times but did not climb out of ground effect. The airplane touched down as it approached the end of the runway and was observed as “getting squirrely” and sliding sideways. The pilot then taxied back to the approach end of runway 25 and performed a run-up before attempting a second takeoff. Two of the witnesses stated the engine was “sputtering” and did not sound right on the first takeoff and when it taxied back to the run-up area. The pilot then attempted a second takeoff. A pilot witness said the pilot “milked it off the runway, set it back down, and milked it off the runway again.” The airplane remained at a low altitude and began a left turn towards downwind. When the airplane reached a downwind heading, the airplane sank out of sight behind terrain. The pilot witness said the engine “sounded rich, like it was bogged down,” during the second takeoff. The airplane impacted a stream in an open field about 1 mile southwest of the departure end of runway 25. The airplane was substantially damaged.

A postaccident examination of the airplane’s engine revealed that the No. 4 cylinder exhaust valve was seized, in the open position. The engine and No. 4 cylinder were retained for further examination.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5532R
<b>Model/Series:</b>	172F	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

**Operator Designator Code:**

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KSOW,6411 ft msl	<b>Observation Time:</b>	17:55 Local
<b>Distance from Accident Site:</b>	1 Nautical Miles	<b>Temperature/Dew Point:</b>	25°C / -10°C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	7 knots / 17 knots, 360°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	30.13 inches Hg	<b>Type of Flight Plan Filed:</b>	
<b>Departure Point:</b>	Show Low, AZ	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Fatal	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Fatal	<b>Latitude, Longitude:</b>	34.247904,-110.02313 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Baker, Daniel
<b>Additional Participating Persons:</b>	Barry Miller; FAA; Scottsdale, AZ Jennifer Barclay; Textron Aviation; Wichita, KS

**Note:**



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Wauwatosa, WI	<b>Accident Number:</b>	CEN22FA214
<b>Date &amp; Time:</b>	May 26, 2022, 14:56 Local	<b>Registration:</b>	N4978B
<b>Aircraft:</b>	Cessna 152	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On May 26, 2022, at 1456 central daylight time, a Cessna 152, N4978B, sustained substantial damage when it was involved in an accident near Wauwatosa, Wisconsin. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Witnesses reported that the airplane touched down long on the runway surface, then took off again. When the airplane lifted off the ground, the flaps remained down, and the airplane appeared to be laboring. The airplane climbed just above tree height in a nose high attitude. Shortly thereafter, the wing dropped, and the airplane descended out of view.

ADS-B data indicated that the pilot took off from runway 22R and conducted a left traffic pattern. On initial climb, the airplane had a groundspeed between 55-60 mph. The airplane continued to climb on the crosswind and downwind legs, then started its descent about ¼ mile beyond the runway threshold. The airplane turned to base, then started to climb. It turned to final while about 825 ft above ground level (agl) and crossed the runway threshold about 50 ft agl at 61 mph. The airplane touched down and slowed to about 50 mph. Shortly thereafter, its speed increased, and the airplane started to gain altitude. About 100 ft agl, the groundspeed was about 42 mph, and it decreased to 29 mph at 175 ft agl. The airplane remained about 175 ft agl for 5 seconds during which the groundspeed slowly increased to 36 mph. The airplane suddenly entered a rapid descent to the ground.

After the pilot's second takeoff, he reported to air traffic control that he had an engine failure. Shortly thereafter, he reported that he did not have his flaps up.

The airplane impacted the ground in a residential neighborhood about ¼ mile from the departure end of the runway. The airplane came to rest nose down with the engine in a deep impact crater. The cabin area extended upward, and the aft fuselage was fractured just aft of the baggage area. Both wings remained partially attached to the fuselage and their leading edges sustained aft crush damage. The airplane was recovered to a secure location for further examination.

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4978B
Model/Series:	152	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:	MWC, 745 ft msl	Observation Time:	15:03 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	23 °C / 15 °C
Lowest Cloud Condition:	Scattered / 3100 ft AGL	Wind Speed/Gusts, Direction:	6 knots / , 180°
Lowest Ceiling:	None	Visibility:	
Altimeter Setting:	29.75 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Wauwatosa, WI	Destination:	Wauwatosa, WI

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	43.1025, -88.040278 (est)

## Administrative Information

Investigator In Charge (IIC):	Link, Samantha
Additional Participating Persons:	Brandon Moline; Federal Aviation Administration; Milwaukee, WI Troy Helgeson; Lycoming; Williamsport, PA Casey Love; Textron Aviation; Wichita, KS
Note:	





# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Memphis, TN	<b>Accident Number:</b>	CEN22FA217
<b>Date &amp; Time:</b>	May 31, 2022, 08:35 Local	<b>Registration:</b>	N162KG
<b>Aircraft:</b>	Cessna Aircraft Co. 162	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On May 31, 2022, at 0835 central daylight time, a Cessna 162 airplane, N162KG, was substantially damaged when it was involved in an accident near Memphis, Tennessee. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The flight departed the General Dewitt Spain Airport (M01), Memphis, Tennessee, at 0732 and proceeded about 16 miles northwest. The airplane remained in that vicinity for about 30 minutes, and the altitude varied from about 1,200 ft msl to about 2,500 ft msl. The flight track appeared consistent with general flight maneuvers.

At 0826, the pilot contacted Memphis approach and informed the controller that he was experiencing chest pains. The airplane was about 9 miles west of M01 at that time. The pilot subsequently established the airplane on an easterly course toward M01. However, at 0833, the flight track turned southbound, and the airplane entered a descent and impacted terrain.

The airplane impacted a soybean field about 3 miles west-southwest from M01. The initial ground mark appeared consistent with impact from the nose landing gear. The nose landing gear was separated and located within the debris path. The airplane came to rest inverted about 90 ft from the initial ground impact. The debris path was oriented on an approximate 150° bearing. The fuselage, right wing, and vertical stabilizer were damaged during impact.



*Figure 1 – Plot of Airplane Position Data*



*Photo 1 – Accident Site from Initial Ground Impact*



*Photo 2 – Airplane at Accident Site*

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna Aircraft Co.	<b>Registration:</b>	N162KG
<b>Model/Series:</b>	162	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>		<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>	AWM, 213 ft msl	<b>Observation Time:</b>	08:53 Local
<b>Distance from Accident Site:</b>	6.6 Nautical Miles	<b>Temperature/Dew Point:</b>	27°C / 21°C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	8 knots / 0 knots, 200°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Memphis, TN (M01)	<b>Destination:</b>	Memphis, TN (M01)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	35.1864,-90.1151

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sorensen, Timothy
<b>Additional Participating Persons:</b>	Dan Butler; FAA Flight Standards; Memphis, TN Peter Basile; Textron Aviation; Wichits, KS
<b>Note:</b>	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Oceanside, CA	<b>Accident Number:</b>	WPR22FA197
<b>Date &amp; Time:</b>	June 3, 2022, 13:47 Local	<b>Registration:</b>	N7581F
<b>Aircraft:</b>	Cessna 208B	<b>Injuries:</b>	1 Fatal, 1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

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On June 03, 2022, about 1347 Pacific daylight time, a Cessna C208B Supercub 900 airplane, N7581F, was substantially damaged when it was involved in an accident near Bob Maxwell Memorial Airfield, Oceanside, California. The left-seated pilot was fatally injured and right-seated pilot was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* (CFR) Part 91 skydiving flight.

On the day of the accident, the pilots were performing skydiving flights while the right-seated pilot was training the left-seated pilot on the operation. A flight would consist of the pilots taking a group of approximately 17 skydivers to an altitude of about 11,500 feet mean sea level (msl) to jump out and then they would land back at the airport. The flights started about 1015 and were an average of 17 minutes in duration with about 15 minutes on the ground between each flight; the airplane's engine was operating the entire duration. The pilots completed six flights without incident and departed on the accident flight at 1331.

The right-seated pilot stated that he could not recall many of the details leading up to the accident. He remembered that on the accident flight everything was normal with the departure and the unloading of the skydivers. The airplane was descending as expected with the power at idle. As the airplane turned onto final approach, about 3 miles from the approach end of runway 25, the right-seated pilot attempted to increase the power by slightly nudging the throttle forward. He noticed that the engine power did not increase as expected and moved the throttle lever further forward. The lever was still unresponsive, and he estimated the airplane was about 400 ft above ground level (agl). He aimed for an open dirt field and observed a berm in the immediate flight path. In an effort to avoid the berm, the pilot maneuvered the airplane into a right turn.

Investigators reviewed Federal Aviation Administration (FAA) provided Automatic Dependent Surveillance-Broadcast (ADS-B) flight track data covering the area of the accident during the time surrounding the accident.

After departing from runway 25, the airplane made a gradual climb to 11,575 ft msl as it circled to the right, back to the airport. The airspeed was reduced (presumably to unload the skydivers) and then the airplane made a steep, turning decent reaching 133 kts when transitioning to the downwind leg of the traffic pattern. The airplane was at an altitude of about 2,400 ft msl and 2.6 nautical miles (nm) from the approach end of runway 25 when it turned onto final approach. When the airplane was about 2 nm from the runway, it made a 360° right-turn which was about 0.5 nm in diameter (see Figure 1 below).



Figure 1: Flight Profile from ADS-B

At 1346:10, about 1,025 ft msl, the airplane rolled out of the 360° turn and continued west toward the runway. The airplane was roughly following Highway 76 making a gradual descent (see Figure 2 below). About 33 seconds later the airplane's speed dropped to 92 kts as it passed through 500 ft msl. The last recorded hit was at 1347:10 and located about 975 feet east of the accident site. At that time, the data indicated that the airplane was at 100 msl (equivalent to 60 feet above ground level) at a speed of 68 kts. Witness stated that they observed the airplane flying at a very low altitude (see Figure 3). The airplane then pitched down in a nose-low attitude and bank to the right. The airplane impacted terrain and collided with the side of a berm.

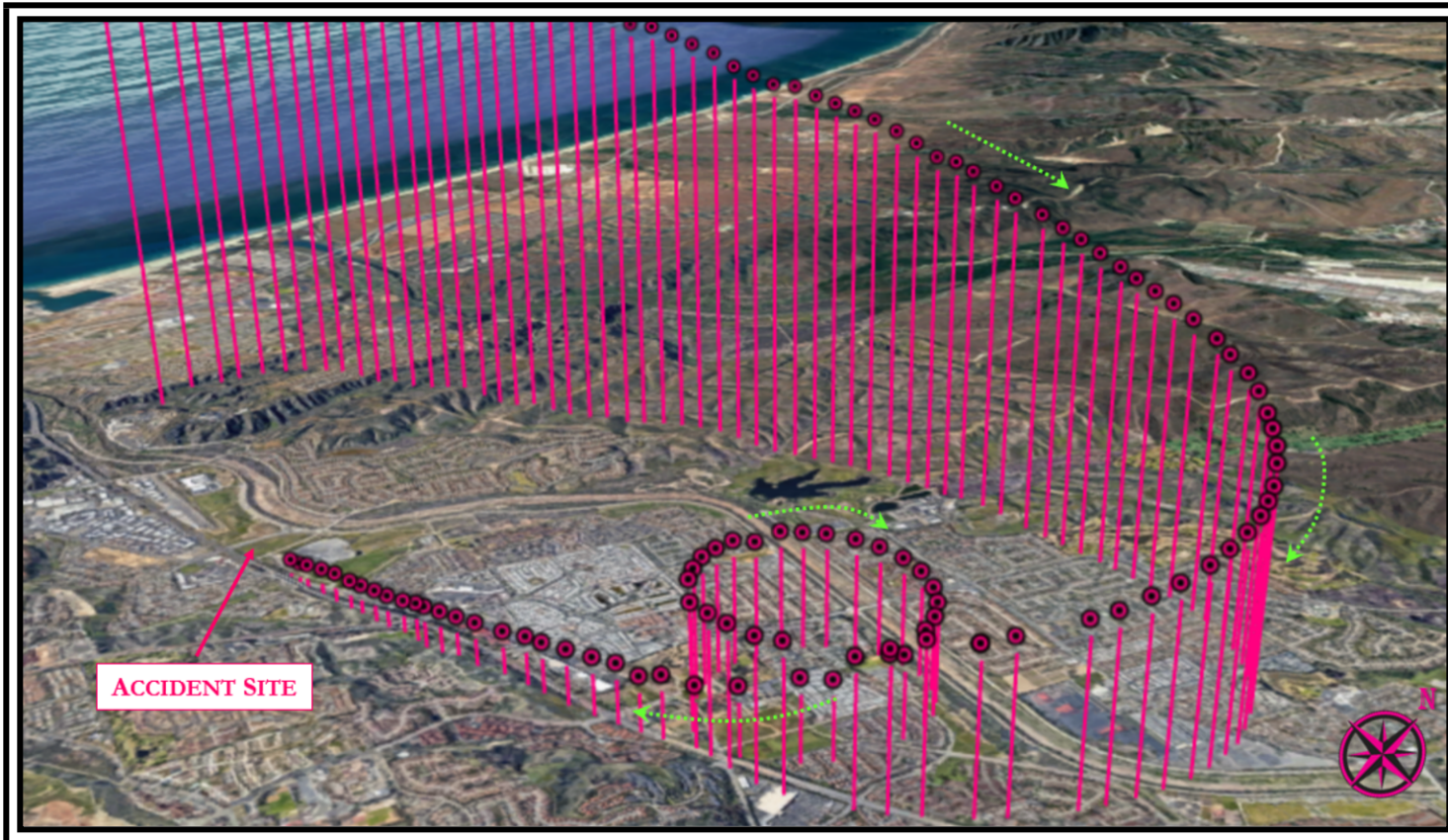


Figure 2: Final Approach Path (showing altitude)



Figure 3: Security Camera Images Showing the Turn Just Prior to the Accident

The left-seated pilot was undergoing training; she had six days of experience flying a Cessna 208, equating to 25.8 hours. This was her third day in the left seat. All of her training in the airplane was conducted by the right-seated pilot.

The accident site was located about 1,615 feet east of the approach end of runway 25 on flat terrain composed of soft, dry dirt. The wreckage was found distributed over an approximate 125-foot distance with the nose pointed on a heading of about 335°. The right wing was partially separate from the fuselage root and had folded forward and over upon itself, coming to rest inverted. The first identified piece of debris was fragments of left lens, consistent with the tip of the right wing contacting the ground at the beginning of the accident sequence (see Figure 4 below). The flaps were found in the retracted position. There was about 50 gallons of fluid, consistent in appearance and odor with JetA fuel, recovered from the right wing; no fluid was recovered from the left wing, but the fuel line had separated from the connection into the fuselage. The fuel system remained unbreached from the header tank to the engine's fuel nozzles. There was fluid found in the header tank, in the airframe fuel filter, and in several fuel lines before and after the fuel control unit. The preliminary findings from the engine teardown (e.g., several compressor blade tips curled in the opposite direction of rotation and metal splatter on the turbine discs and stators) were consistent with the engine running at a low power setting at the time of impact.

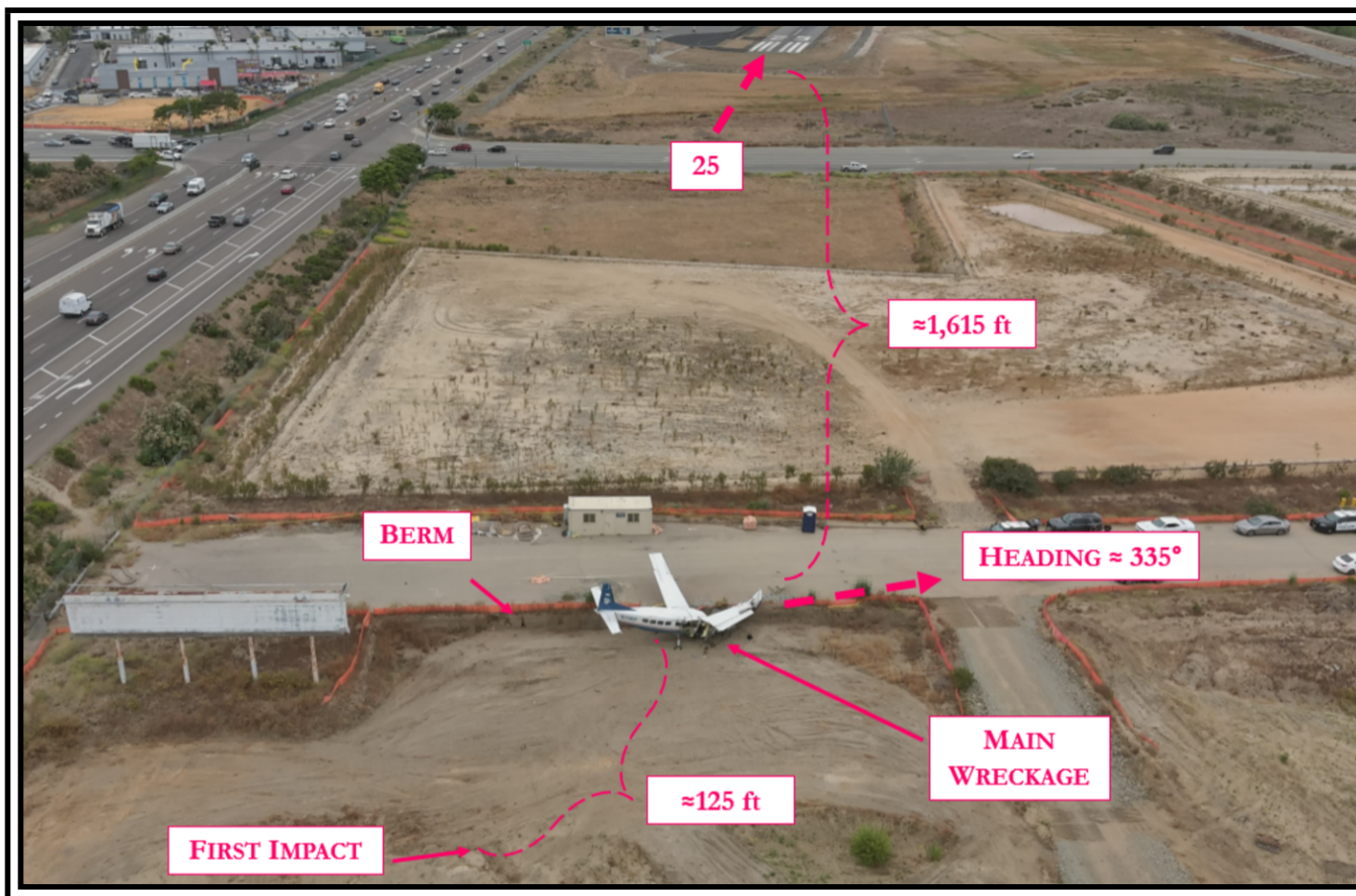


Figure 4: Accident Site in Reference to the Runway



## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7581F
Model/Series:	208B Supervan	Aircraft Category:	Airplane
Amateur Built:			
Operator:		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:	KOKB, 30 ft msl	Observation Time:	13:52 Local
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	21°C / 13°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	8 knots / , 230°
Lowest Ceiling:	None	Visibility:	8 miles
Altimeter Setting:	29.85 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Oceanside, CA	Destination:	Oceanside, CA

## Wreckage and Impact Information

Crew Injuries:	1 Fatal, 1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	33.219797,-117.34196 (est)

## Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Tom Shaw; Federal Aviation Administration; San Diego, CA Andrew Hall; Textron Aviation; Wichita, KS John Eller; Honeywell; Phoenix, AZ Les Doud; Hartzell Propellers; Piqua, OH Bobby Bishop; Texas Turbine Conversions; Celina, TX Jim Rosplock; Woodward; Rockford, IL
Note:	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Kenedy, TX	<b>Accident Number:</b>	CEN22FA232
<b>Date &amp; Time:</b>	June 6, 2022, 15:22 Local	<b>Registration:</b>	N2118R
<b>Aircraft:</b>	Cessna 182G	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On June 6, 2022, at 1522 central daylight time, a Cessna 182G airplane, N2118R, was destroyed when it was involved in an accident near Kenedy, Texas. The pilot and passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Automatic Dependent Surveillance – Broadcast (ADS-B) data revealed that the flight departed the New Braunfels National Airport (BAZ), at 1452 and proceeded southbound toward Kenedy Regional Airport (2R9), Kenedy, Texas. The airplane briefly reached an altitude of 6,300 ft mean sea level (msl) before descending to 5,600 ft msl. About 1508, while the airplane was about 23 miles north of 2R9, the pilot initiated a descent that continued until the final data point. About 1516, the pilot appeared to alter course slightly to align with the extended centerline for runway 16 at 2R9. About 3 seconds before the final data point, the flight track depicted the airplane entering a gradual left turn, as shown in figure 1. The final data point was recorded at 1522:15 with a corresponding altitude of 550 ft msl.

The accident site was located about 0.8 miles north of the runway 16 approach threshold at an approximate elevation of 368 ft. This was about 0.12 miles east of the final ADS-B data point. A ground impact scar was located about 18 ft west of the airplane wreckage. The wreckage came to rest along a wire fence and tree line. The fuselage and both wings exhibited damage consistent with impact forces, and the cockpit/cabin area was compromised.

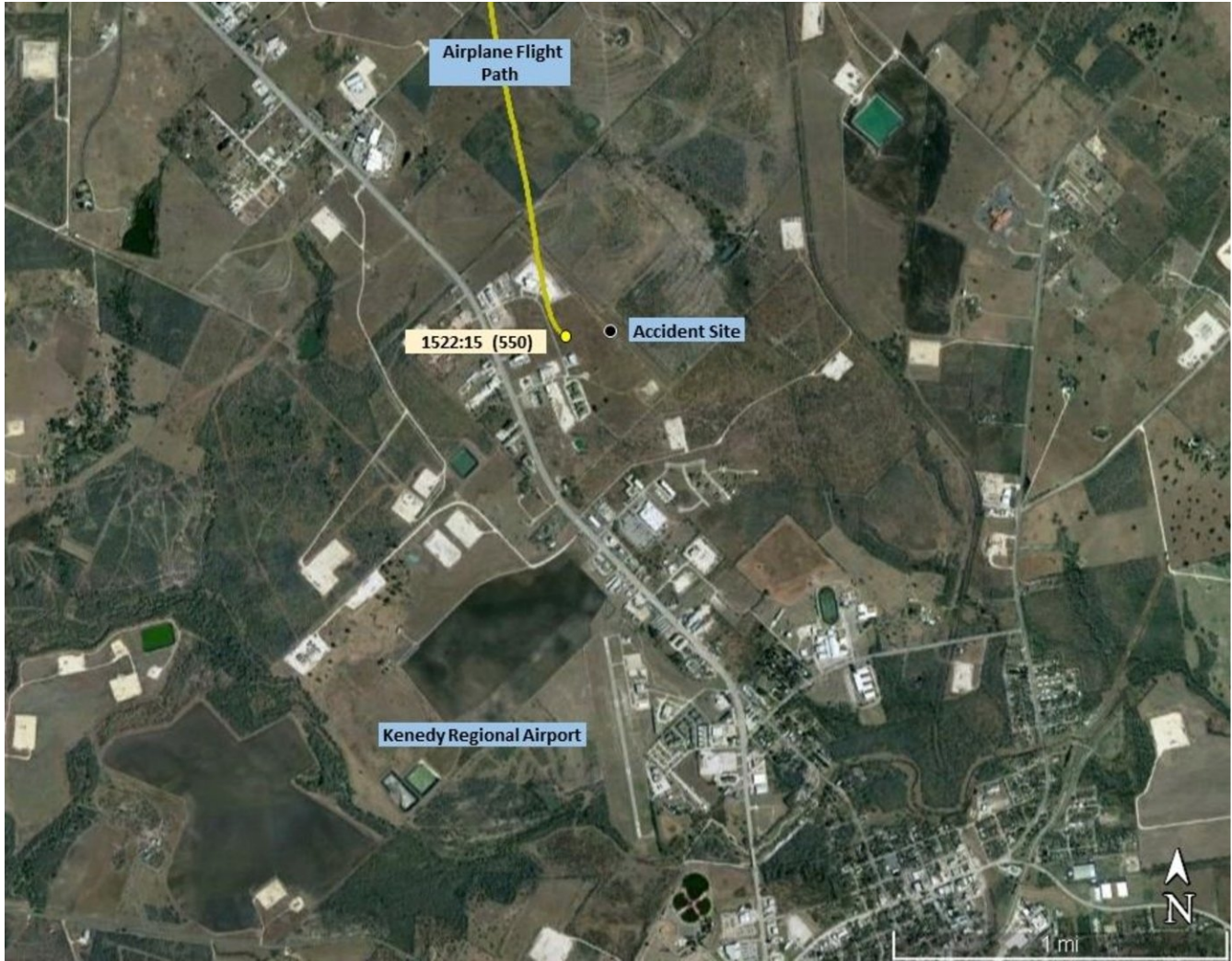


Figure 1 – Plot of Airplane Position Data (Final Approach Segment)



Figure 2 – Accident Site



Figure 3 – Airplane Main Wreckage

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2118R
<b>Model/Series:</b>	182G	<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>	None		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	K2R9,289 ft msl	<b>Observation Time:</b>	15:15 Local
<b>Distance from Accident Site:</b>	1.05 Nautical Miles	<b>Temperature/Dew Point:</b>	37°C /21°C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	19 knots / 0 knots, 130°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	29.67 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	New Braunfels, TX (BAZ)	<b>Destination:</b>	Kenedy, TX (2R9)

## 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>	28.84258, -97.86662

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sorensen, Timothy
<b>Additional Participating Persons:</b>	Thomas Ballard; FAA Flight Standards; San Antonio, TX Peter Basile; Textron Aviaiton; Wichita, KS
<b>Note:</b>	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Porterville, CA	<b>Accident Number:</b>	WPR22FA216
<b>Date &amp; Time:</b>	June 18, 2022, 14:54 Local	<b>Registration:</b>	N3835U
<b>Aircraft:</b>	Cessna 336	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On June 18, 2022, about 1454 Pacific daylight time, a Cessna 336, N3835U, was destroyed when it was involved in an accident near Porterville, California. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Recorded Automatic Dependent Surveillance Broadcast (ADS-B) data, depicted in figure 1, showed the airplane in a left climbing turn shortly after takeoff from runway 30 at Porterville Municipal Airport (PTV). The airplane climbed to about 825 ft msl on a southeasterly heading. About 1 minute 7 seconds later, the airplane initiated a right turn to a southerly heading. The airplane continued a south-southwesterly heading for about 2 minutes, 46 seconds, and ascended to about 1,550 ft msl before a descending right turn to a northerly heading. About 37 seconds later, the airplane leveled off about 1,000 ft msl and continued north for about 1 minute, 41 seconds. The last 6 seconds of recorded data showed the airplane in a descent from 975 ft to 725 ft near the last recorded ADS-B target, which was located about 435 ft south of the accident site.

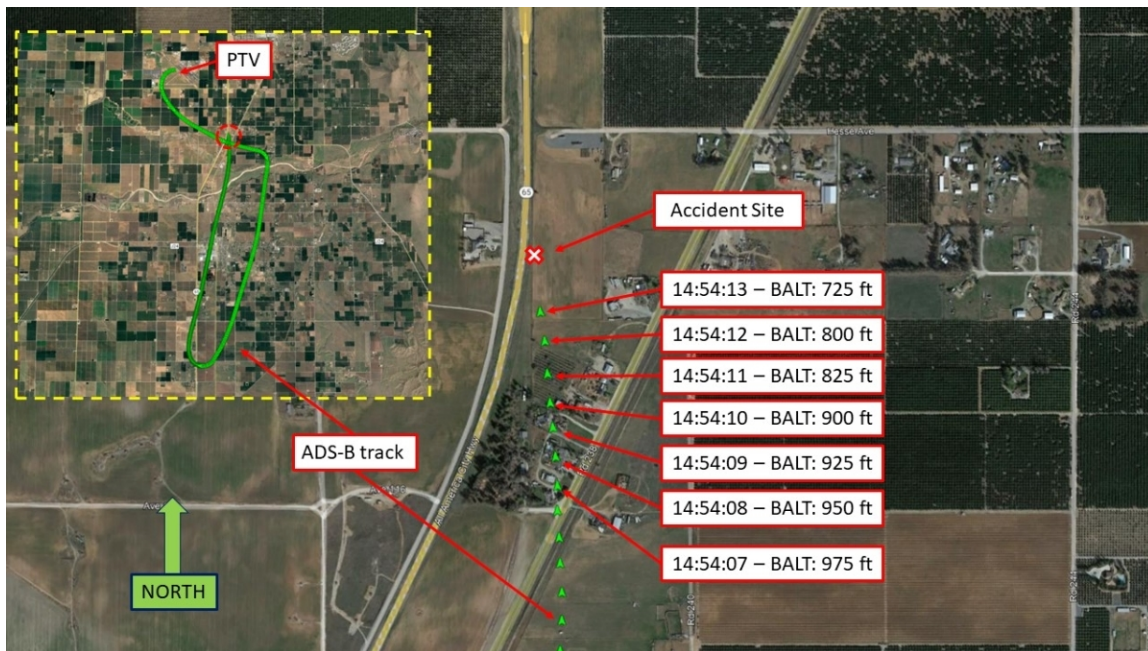


Figure 1: Recorded ADS-B Data plots.

A witness, located near the accident site, reported that he initially heard an airplane approach his location with the engines at a high rpm. The witness subsequently observed the airplane descending in a wings level, approximate 45° or steeper, nose down attitude. As the airplane reached about 60 ft above ground level, engine power was reduced, and the airplane continued to descend into the ground at the same nose down angle. The witness added that the pilot did not appear to try and recover from the descent.

Examination of the accident site revealed that the airplane impacted an open field immediately adjacent to highway 65, about 2 miles southeast of PTV on a heading of about 338°. The wreckage debris path was about 234 ft in length and contained all major structural components of the airplane. The first identified point of contact (FIPC) was a ground scar, about 5.5 ft in length and about 8 ft wide, which contained the forward propeller and engine cowling fragments. On either side of the FIPC there were 2 distinct impact marks on the left and right side, consistent with the left and right main landing gear. Extending from the FIPC, were two distinct ground impressions, consistent with the left and right wings. The wreckage was recovered to a secure location for further examination.

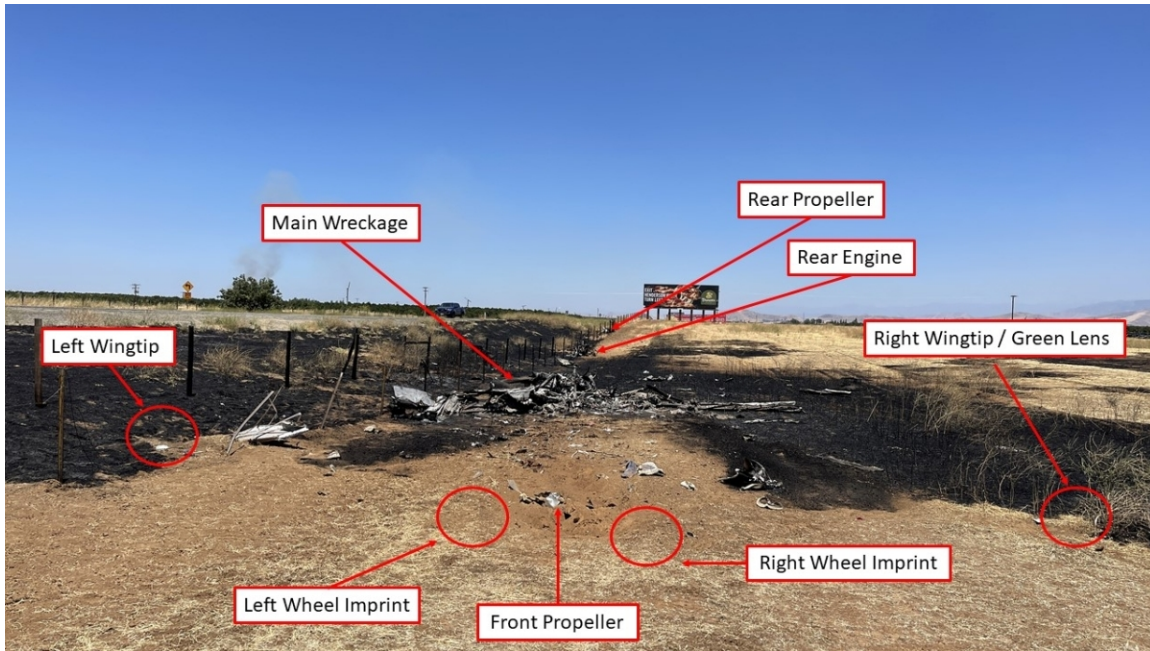


Figure 2: Accident Site Diagram

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3835U
Model/Series:	336	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:	KPTV, 442 ft msl	Observation Time:	14:56 Local
Distance from Accident Site:	2 Nautical Miles	Temperature/Dew Point:	26 °C / 7 °C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	/ ,
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	29.93 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Porterville, CA	Destination:	Shafter, CA (MIT)



## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	36.006567,-119.03956

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cawthra, Joshua
<b>Additional Participating Persons:</b>	Jesse Sandoval; Federal Aviation Administration; Fresno, CA Andrew Hall; Textron Aviation; Wichita, KS
<b>Note:</b>	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Mendon, UT	<b>Accident Number:</b>	WPR22FA227
<b>Date &amp; Time:</b>	June 24, 2022, 09:03 Local	<b>Registration:</b>	N934JH
<b>Aircraft:</b>	Cessna 152	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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On June 24, 2022, about 0903 mountain daylight time, a Cessna 152, N934JH, sustained substantial damage when it was involved in an accident in Mendon, Utah. The flight instructor and pilot receiving instruction sustained fatal injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 instructional flight.

According to the flight school's chief pilot, the purpose of the flight was to conduct spin training for the pilot receiving instruction. The accident airplane departed Logan-Cache Airport, Logan, Utah. Preliminary ADS-B data provided by the FAA indicated that the airplane traveled to an aviation practice area about ten nautical miles southwest of the airport. The airplane maneuvered in the area for about 30 minutes prior to the accident. Surveillance video footage of the accident sequence was located and showed the airplane in a fully developed spin prior to impacting terrain.

The airplane wreckage was located on upward sloping terrain in an agricultural area. The airplane in its entirety came to rest on a heading of 223°. The airplane impacted terrain in a nose down attitude, and the propeller hub with both propeller blades attached, separated from the propeller flange. The left and right wings were compressed forward toward the engine, emanating at the wing roots. The flaps and ailerons remained attached to their respective wing, in their entirety. The horizontal and vertical stabilizers remained attached in their entirety. The nose landing gear collapsed and folded aft, underneath the cabin seats. The left and right main landing gear remained attached to the lower fuselage, aft of the cabin.



Figure 1: View of the accident airplane at rest

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N934JH
<b>Model/Series:</b>	152	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Pilot school (141)
<b>Operator Designator Code:</b>			

## Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KLGU, 4448 ft msl	Observation Time:	08:51 Local
Distance from Accident Site:	8 Nautical Miles	Temperature/Dew Point:	20°C / 11°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	4 knots / , 60°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.07 inches Hg	Type of Flight Plan Filed:	Company VFR
Departure Point:	Logan, UT (LGU)	Destination:	Mendon, UT

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	41.68048, -111.96809

## Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Keith A. Crockett; FAA; Salt Lake City, UT
Note:	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Buffalo, WY	<b>Accident Number:</b>	WPR22FA253
<b>Date &amp; Time:</b>	July 14, 2022, 12:31 Local	<b>Registration:</b>	N731BJ
<b>Aircraft:</b>	Cessna P210N	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On July 14, 2022, about 1231 mountain daylight time, a Cessna P210N, N731BJ, was destroyed when it was involved in an accident near Buffalo, Wyoming. The pilot and passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Recorded Automatic Dependent Surveillance Broadcast (ADS-B) data showed the airplane departed from Powell Municipal Airport, (POY) Powell, Wyoming, and progressed along a southeasterly course, while it ascended to 17,450 ft mean sea level (msl). The airplane remained at that altitude for about 9 minutes, 17 seconds until it descended to 15,400 ft msl for about 12 seconds (Figure 1). The data showed that about 2 seconds later, the airplane ascended to 15,575 ft msl, which was followed by a descent to 14,500 ft msl for the last 4 seconds of recorded ADS-B data. The last recorded ADS-B target was located about .46 miles northwest of the accident site.

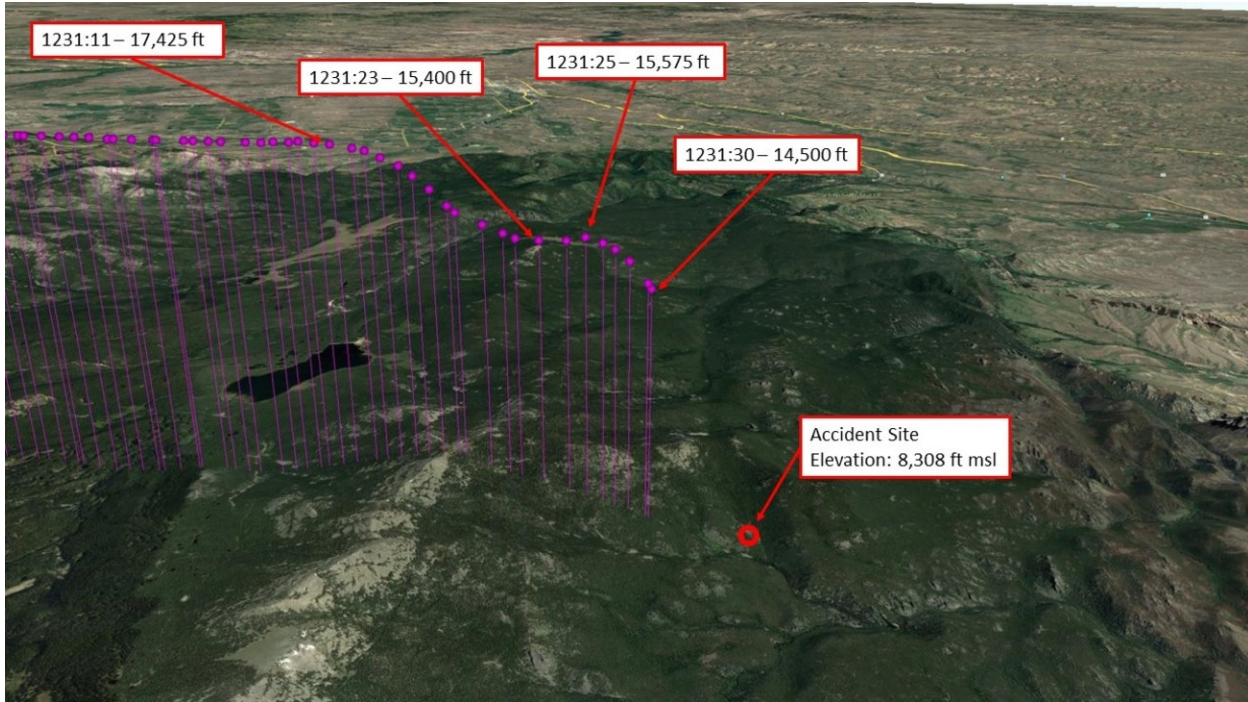


Figure 1: Plotted ADS-B Data

According to local law enforcement, fire crews, who were responding to reports of a wildland fire, located the wreckage of the airplane about 1400, within rugged mountainous terrain about 14 miles west-northwest of Johnson County Airport, (BYG) Buffalo, Wyoming. The wreckage was contained within an approximate 30-yard by 50-yard area and mostly consumed by fire. There are no known witnesses to the accident sequence.

The wreckage will be relocated to a secure location for further examination.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N731BJ
<b>Model/Series:</b>	P210N	<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

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KBYG,4934 ft msl	Observation Time:	12:53 Local
Distance from Accident Site:	12 Nautical Miles	Temperature/Dew Point:	32 °C / 8 °C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	/ ,
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.18 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Powell, WY	Destination:	Buffalo, WY

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	44.435409,-106.95072 (est)

## Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Bruce Hansen; Federal Aviation Administration; Casper, WY
Note:	The NTSB did not travel to the scene of this accident.



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Shelby, MI	<b>Accident Number:</b>	ERA22FA314
<b>Date &amp; Time:</b>	July 15, 2022, 18:15 Local	<b>Registration:</b>	N3659Y
<b>Aircraft:</b>	Cessna 210C	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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On July 15, 2022, about 1815 eastern daylight time, a Cessna 210C, N3659Y, was destroyed when it was involved in an accident near Shelby, Michigan. The private 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 from runway 9 at Oceana County Airport (CO4), Shelby, Michigan, with a destination of Warsaw Municipal Airport (ASW), Warsaw, Indiana. Two witnesses, who were both commercial pilots, were at the airport and observed the airplane depart. One witness reported that the ceiling at the time of takeoff was no higher than 100 ft, and the other witness reported that the airplane entered instrument meteorological conditions as it crossed a road about 1,300 ft past the departure end of the runway. Both witnesses reported that the visibility was poor and it was raining at the time.

Another witness, who owned the land where the airplane crashed, was inside his home at the time. He heard a "big roar outside." He got up to look, thinking it was a tractor-trailer going by his house. He then heard a "big bang," looked outside his picture window, and saw smoke or dust. He then realized that an airplane had crashed adjacent to his house in the woods and the big roar was the engine running and it was "revving up." The entire sequence lasted about 30 seconds.

The wreckage was located in a wooded area about 1.5 nautical miles southeast of CO4. There was no fire. The wreckage was highly fragmented. The measured descent angle through the broken tree limbs was about 49°. All structural components of the airplane were accounted for within the wreckage path.

The pilot held a private pilot certificate but did not possess an instrument rating.



## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3659Y
Model/Series:	210C	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:	IMC	Condition of Light:	Day
Observation Facility, Elevation:	KFFX,831 ft msl	Observation Time:	18:15 Local
Distance from Accident Site:	17 Nautical Miles	Temperature/Dew Point:	18°C / 18°C
Lowest Cloud Condition:	Scattered / 500 ft AGL	Wind Speed/Gusts, Direction:	5 knots / , 100°
Lowest Ceiling:	Overcast / 1000 ft AGL	Visibility:	10 miles
Altimeter Setting:	30.07 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Shelby, MI	Destination:	Warsaw, IN (ASW)

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	43.623044,-86.30351

## Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Michael Matthews; FAA/GRR FSDO; Grand Rapids, MI Peter Basile; Textron Aviation; Wichita, KS

Note:



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Gold Hill, CO	<b>Accident Number:</b>	WPR22FA256
<b>Date &amp; Time:</b>	July 17, 2022, 09:38 Local	<b>Registration:</b>	N337KN
<b>Aircraft:</b>	Cessna T337G	<b>Injuries:</b>	4 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Aerial observation		

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On July 17, 2022, about 0938 mountain daylight time, a Cessna T337G, N337KN, was destroyed when it was involved in an accident near Gold Hill, Colorado. The pilot and 3 passengers were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 aerial observation flight.

Recorded Automatic Dependent Surveillance Broadcast (ADS-B) data showed the airplane departed from Rock Mountain Metro Airport (BJC), Broomfield, Colorado, and proceeded along a westerly course for about 4 minutes, before a right turn to a north-westerly heading was initiated.

As shown in Figure 1, the ADS-B data showed at 0938:37 the airplane had ascended to an altitude of 9,500 ft mean sea level (msl). The tracking then showed the airplane making a descending left turn to an altitude of 8,600 ft msl by 0938:46. The airplane then initiated a right turn. The last recorded ADS-B target at 0938:47 at an altitude of 8,400 ft msl was located about 579 ft northeast of the accident site.

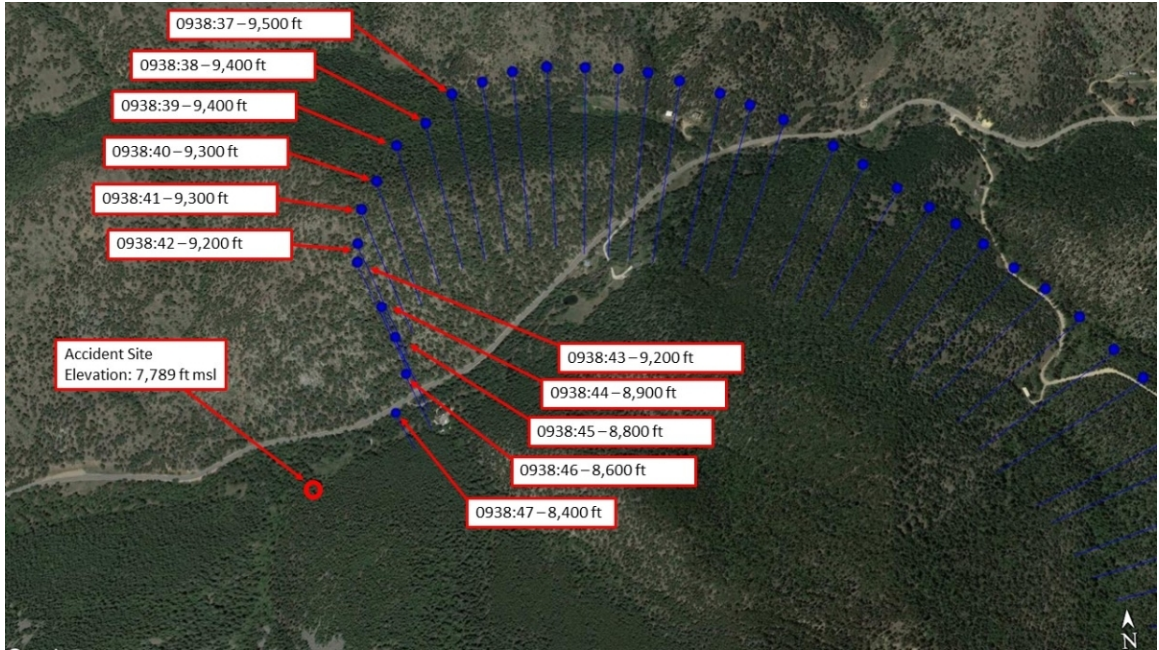


Figure 1: ADS-B Data - Last portion of the accident flight.

Multiple witnesses located near the accident site observed the airplane fly over their position, the right-wing rose abruptly and the airplane pitched nose down and “corkscrewed out of view” in a counterclockwise rotation.

The airplane impacted mountainous terrain on a heading of about 283°. The general accident area consisted of trees that were about 70 to 100 ft tall. The first identified point of contact was a cluster of 3 trees, that were broken about 17 to 20 ft above the ground.

The airplane came to rest mostly upright on a heading of about 091°. All major structural components of the airplane were located within about a 30 ft by 40 ft area. The area surrounding the wreckage was fire damaged.

The wreckage was recovered to a secure location for further examination.

**Aircraft and Owner/Operator Information**

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N337KN
<b>Model/Series:</b>	T337G	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Designator Code:</b>			

## Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KBDU, 5289 ft msl	Observation Time:	09:35 Local
Distance from Accident Site:	10 Nautical Miles	Temperature/Dew Point:	27° C / 10° C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	/ ,
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.22 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Broomfield, CO (BJC)	Destination:	Gold Hill, CO

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 Fatal	Latitude, Longitude:	40.068681, -105.42929

## Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Kurt Skultin; Federal Aviation Administration; Denver, CO Ernest Hall; Textron Aviation; Wichita, KS
Note:	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Las Vegas, NV	<b>Accident Number:</b>	ERA22FA318
<b>Date &amp; Time:</b>	July 17, 2022, 12:04 Local	<b>Registration:</b>	N97CX (A1); N160RA (A2)
<b>Aircraft:</b>	Piper PA 46-350P (A1); Cessna 172N (A2)	<b>Injuries:</b>	2 Fatal (A1); 2 Fatal (A2)
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal (A1); Part 91: General aviation - Instructional (A2)		

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On July 17, 2022, about 1204 pacific daylight time, a Piper PA-46-350P airplane, N97CX, and a Cessna 172N airplane, N160RA, were destroyed when they were involved in an accident near Las Vegas, Nevada. The two pilots in the PA-46, and the flight instructor and student pilot in the Cessna 172, were fatally injured. The PA-46 was operated as a Title 14 *Code of Federal Regulations (CFR)* Part 91 personal flight, and the Cessna 172 was operated as a Title 14 *CFR* Part 91 instructional flight.

Both airplanes were maneuvering to land at North Las Vegas Airport (VGT), Las Vegas Nevada, when the accident occurred. N97CX had been instructed by air traffic control (ATC) to fly left traffic for runway 30L and N160RA had been instructed to fly right traffic for runway 30R. The airplanes collided about 0.25 nautical miles from the approach end of runway 30R. Figure 1 shows a simplified flight path diagram for the accident flights based on Federal Aviation Administration Automatic Dependent Surveillance – Broadcast (ADS-B) data.

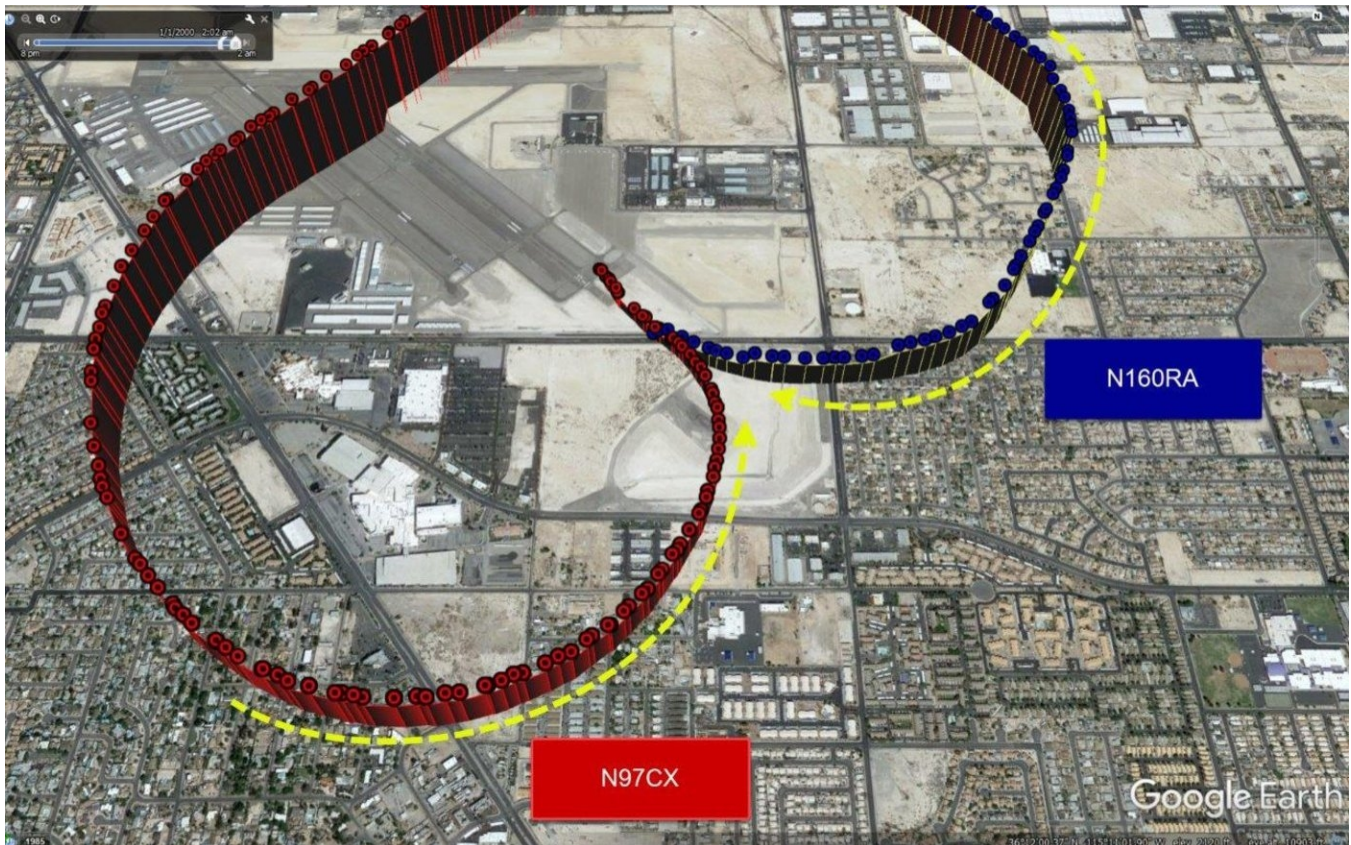


Figure 1. ADS-B Flight Paths for N97CX (PA-46) and N160RA (Cessna 172)

N97CX was operating as an instrument flight rules (IFR) flight and had departed from Coeur d'Alene Airport - Pappy Boyington Field (COE), Coeur d'Alene, Idaho about 0943, destined for VGT. N160RA was operating as a visual flight rules (VFR) training flight at VGT.

N160RA was in the VFR traffic pattern for runway 30R, flying a right-hand traffic pattern and communicating with the VGT local controller. N97CX was inbound from the north on an IFR flight plan from COE.

At 1156:08, the Nellis Radar Approach Control air traffic controller cleared N97CX for the visual approach and instructed the pilot to overfly VGT at midfield for left traffic to runway 30L. Air traffic control responsibility for the flight was transferred from Nellis Radar Approach Control to VGT at 1158:26.

At 1158:43, the pilot of N97CX contacted the VGT local controller and reported “descending out of 7,600 feet msl for landing on three zero left and ah Nellis said to cross midfield.” The VGT local controller responded, “continue for three zero left.” The pilot acknowledged and stated, “okay continue for runway three zero left nine seven charlie x-ray we will cross over midfield.”

At 1200:03, the pilot of N160RA requested a “short approach.” The VGT local controller transmitted “zero romeo alpha short approach approved runway three zero right cleared for the option,” which was acknowledged by N160RA.

At 1201:36, the VGT local controller transmitted “november seven charlie x-ray runway three zero left cleared to land.” The pilot of N97CX responded “three zero left cleared to land nine seven charlie x-ray.”

At 1201:57, the VGT local controller transmitted “seven charlie x-ray I think I said it right runway three zero left seven charlie x-ray runway three zero left.”

At 1202:02 the pilot of N97CX transmitted “yeah affirmative runway three zero left that’s what i heard nine seven charlie x-ray”.

There were no further transmissions from either airplane.

Examination of N97CX revealed that the airplane impacted in a nose low, right wing down attitude. The landing gear was down, and the right main landing gear was displaced outboard. The right wing displayed an impact separation around wing station (WS) 93. The right inboard wing section remained attached to the fuselage but was canted aft. The right wing flap was fractured about midspan; the inboard section remained attached to the wing and was found in the extended position. The outboard half of the flap was found about 10 ft forward of the right wing.

The right wing leading edge displayed a series of crush impressions to the leading edge about 2.5 ft outboard of the wing root. The impressions contained flakes of green primer, and cuts to the de-ice boot.

The outboard right wing section remained attached to the inboard wing by the aileron control cables. The aileron remained attached to the outboard wing section but was impact damaged. The outboard leading edge was crushed up and aft. The right wingtip fairing and pitot tube were also impact separated. Longitudinal scratches were visible along the right side of the fuselage.

Examination of N160RA revealed that, the airplane had impacted terrain in a left-wing and nose-low attitude before coming to rest inverted on a 304° magnetic heading. Both inboard portions of the wings sustained thermal damage in the areas surrounding the fuel tanks, and the cabin and fuselage, except for the cabin roof, were consumed by a post-impact fire.

Blue paint transfer was observed on the lower surface of the separated outboard left wing and the lower surface of the left wing flap. Black de-ice boot material transfer was observed on the lower surface of the separated outboard left wing, the lower surface of the attached portion of the left wing at approximately WS 100, and for an approximate 5 ft long distance outboard of the strut attach point, along the lower leading edge.

About 4 ft of the left wing, which included the left aileron, was separated from the left wing, and was found on the edge of a culvert just south of the main wreckage. The left outboard wing section aft of the forward spar was found to be separated near the aileron-flap junction. The left wing flap was found to be separated from the wing.

The wreckage of both airplanes was retained for further examination.

### Aircraft and Owner/Operator Information (A1)

Aircraft Make:	Piper	Registration:	N97CX
Model/Series:	PA 46-350P	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:			

### Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Cessna	Registration:	N160RA
Model/Series:	172N	Aircraft Category:	Airplane
Amateur Built:			
Operator:		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:	KVGT, 2190 ft msl	Observation Time:	11:53 Local
Distance from Accident Site:	0 Nautical Miles	Temperature/Dew Point:	38°C / 12°C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	4 knots / , 320°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	29.91 inches Hg	Type of Flight Plan Filed:	
Departure Point:		Destination:	

### Wreckage and Impact Information (A1)

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	36.210703, -115.19444



## Wreckage and Impact Information (A2)

<b>Crew Injuries:</b>	2 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>	2 Fatal	<b>Latitude, Longitude:</b>	36.210703,-115.19444

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gunther, Todd
<b>Additional Participating Persons:</b>	Carey Atnip; FAA / FSDO; Las Vegas, NV Beverley Harvey; TSBC; Ottawa Robert Duma; Pratt & Whitney Canada; St. Hubert Kathryn Whitaker; Piper Aircraft; Vero Beach, FL Jennifer Barclay; Textron Aviation; Wichita, KS Brandon Johnson; NATCA; Washington, DC

**Note:**



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Centennial, CO	<b>Accident Number:</b>	CEN22FA376
<b>Date &amp; Time:</b>	August 9, 2022, 12:50 Local	<b>Registration:</b>	N727PC
<b>Aircraft:</b>	Cessna 182Q	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Unknown		

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On August 9, 2022, at 1250 mountain daylight time, a Cessna 182Q, N727PC, was destroyed when it was involved in an accident near Centennial, Colorado. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 flight.

The airplane owner stated that he did not know why the pilot was flying the airplane and that the pilot had been checked out in the airplane. A flight instructor, who had flown with the pilot for purposes of an airplane checkout, stated that the pilot had not completed an airplane checkout and that the planned checkout had a five-hour flight duration. The last entry in the pilot's logbook was dated July 15, 2022, for a flight in the accident airplane that was 1.2 hours in duration, and it was the only logbook entry listing the accident airplane.

A witness stated that the airplane "did not sound right." He said the airplane was "sputtering," and about 150 – 200 ft above ground level, the airplane nose went down, the airplane rapidly lost altitude, and the airplane impacted the ground.

A post-accident examination of the airplane revealed a nose-low, low-speed impact with terrain, consistent with an aerodynamic stall. There was no fuel in either wing tank. The fuel system header tank contained about 1/2 pint of fuel. There was no fuel in the fuel lines leading to the engine. The examination confirmed flight control continuity.

The wreckage was retained for further examination.

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N727PC
Model/Series:	182Q	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:	APA,5885 ft msl	Observation Time:	12:53 Local
Distance from Accident Site:	0.8 Nautical Miles	Temperature/Dew Point:	32° C /9° C
Lowest Cloud Condition:	Few / 8000 ft AGL	Wind Speed/Gusts, Direction:	9 knots / , 40°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	30.27 inches Hg	Type of Flight Plan Filed:	
Departure Point:	Centennial, CO	Destination:	

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	39.570119,-104.84929 (est)

## Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Scott Farron; Federal Aviation Administration; Denver FSDO; Denver, CO Ernest Hall; Textron Aviation; Wichita, KS
Note:	



# National Transportation Safety Board Aviation Accident Preliminary Report

<b>Location:</b>	Page, AZ	<b>Accident Number:</b>	WPR22FA303
<b>Date &amp; Time:</b>	August 13, 2022, 16:19 Local	<b>Registration:</b>	N9582M
<b>Aircraft:</b>	Cessna T207A	<b>Injuries:</b>	2 Fatal, 2 Serious, 3 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

On August 13, 2022, about 1619 mountain standard time, a Cessna T207A airplane, N9582M, was substantially damaged when it was involved in an accident near Page, Arizona. The pilot and two passenger sustained minor injuries, two passengers sustained fatal injuries and two passengers sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 air tour flight.

According to witnesses, the accident airplane was the first airplane in a trail of five airplanes on a scenic tour of the Lake Powell area. Shortly after making a turn back towards the airport, the accident pilot made a distress call and reported an engine issue. Subsequently, the airplane ditched in the lake near Gregory Butte and then submerged in the water.

The National Park Service was able to locate the airplane using sonar equipment. The accident site was located about 13 miles northeast of the Page Municipal Airport, (PGA), Page, Arizona. Afterwards, an underwater remotely operated vehicle survey of the site took place, which revealed that the airplane came to rest upright at the lake bottom at a depth of approximately 100 ft. All major structural components of the airplane were accounted for during the survey.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9582M
<b>Model/Series:</b>	T207A	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135), Commercial air tour (136)
<b>Operator Designator Code:</b>			

## Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:	KPGA, 4288 ft msl	Observation Time:	15:53 Local
Distance from Accident Site:	3 Nautical Miles	Temperature/Dew Point:	32°C / 12°C
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Wind Speed/Gusts, Direction:	/ ,
Lowest Ceiling:		Visibility:	10 miles
Altimeter Setting:	30.1 inches Hg	Type of Flight Plan Filed:	
Departure Point:	Page, AZ (PGA)	Destination:	Page, AZ

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Unknown
Passenger Injuries:	2 Fatal, 2 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Fatal, 2 Serious, 3 Minor	Latitude, Longitude:	37.041778, -111.25566 (est)

## Administrative Information

Investigator In Charge (IIC):	Nixon, Albert
Additional Participating Persons:	Michael McComb; FAA; Las Vegas, NV
Note:	



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Watsonville, CA	<b>Accident Number:</b>	WPR22FA309
<b>Date &amp; Time:</b>	August 18, 2022, 14:55 Local	<b>Registration:</b>	N49931 (A2); N740WJ (A3)
<b>Aircraft:</b>	Cessna 152 (A2); Cessna 340A (A3)	<b>Injuries:</b>	1 Fatal (A2); 2 Fatal (A3)
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal (A2); Part 91: General aviation - Personal (A3)		

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On August 18, 2022, about 1455 Pacific daylight time, a Cessna 152, N49931, and a Cessna 340, N740WJ, were involved in a midair collision near Watsonville, California. Both airplanes were destroyed. The pilot and passenger of N740WJ and the pilot of N49931 were fatally injured. Both aircraft were operated as Title 14 *Code of Federal Regulations* Part 91 personal flights.

According to recorded automatic dependent surveillance-broadcast (ADS-B) data and recorded common traffic advisory frequency (CTAF) communications, the Cessna 152 was in the traffic pattern at Watsonville Municipal Airport (WVI) and had completed four touch-and-go landings. The Cessna 340 was northeast of WVI when the pilot reported that he was 10 miles out and planned to descend for a straight in approach to runway 20. About one minute later, the pilot of the Cessna 152 reported that he was on the crosswind leg, then shortly after reported that he was on the downwind leg for runway 20. The pilot of the Cessna 340 reported that he was 3 miles out and straight in for runway 20. Shortly after, the Cessna 340 pilot reported he was 1 mile out and straight in for the runway. He further stated that he was looking for traffic on left base. The Cessna 152 pilot reported that he did see the Cessna 340 and that it was behind him. The Cessna 152 pilot further stated that he was going to go around, "because you are coming up on me pretty quick."



Figure 1. View of the two airplanes' ADS-B flight track data.

Multiple witnesses reported hearing the two pilots communicating over the CTAF, and others heard and observed the two airplanes collide. One witness stated that he was flying overhead of the airport at 1,300 ft mean seal level (msl) when he heard the two pilots on the CTAF. He focused his attention on the final approach path and observed the Cessna 340 “on the Cessna 152’s tail.” The Cessna 340 then banked to the right and its left wing struck the Cessna 152. He then observed both airplanes descend to the ground. Another witness who was in her office took a photo of the two airplanes as they approached the airport. The Cessna 340 appeared to be in a steep right bank and the Cessna 152 appeared to be in a slight nose-low attitude.



*Figure 2. Image captured by a witness.*

The Cessna 152 came to rest on the airport property about 1,200 feet northeast of the approach end of runway 20. The left wing, from the strut outboard, separated from the airplane and came to rest about 500 feet northeast of the main wreckage. The left horizontal stabilizer and elevator separated and came to rest about 380 feet northeast of the main wreckage. Two small sections of the Cessna 340's left tip tank was located near the Cessna 152 wreckage.

The Cessna 340 came to rest in a hangar located on the southeast side of the airport. All major components of the Cessna 340 were located in the debris area.

Both aircraft were recovered and secured in a storage facility pending further examination.



## Aircraft and Owner/Operator Information (A2)

Aircraft Make:	Cessna	Registration:	N49931
Model/Series:	152	Aircraft Category:	Airplane
Amateur Built:			
Operator:		Operating Certificate(s) Held:	Pilot school (141)
Operator Designator Code:			

## Aircraft and Owner/Operator Information (A3)

Aircraft Make:	Cessna	Registration:	N740WJ
Model/Series:	340A	Aircraft Category:	Airplane
Amateur Built:			
Operator:		Operating Certificate(s) Held:	None
Operator Designator Code:			

## Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:	KWVI, 162 ft msl	Observation Time:	14:53 Local
Distance from Accident Site:	0 Nautical Miles	Temperature/Dew Point:	21 °C / 13 °C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	9 knots / , 210°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:	29.96 inches Hg	Type of Flight Plan Filed:	
Departure Point:		Destination:	

## Wreckage and Impact Information (A2)

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	36.939824, -121.78746 (est)

## Wreckage and Impact Information (A3)

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	36.939824, -121.78746 (est)

## Administrative Information

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**Investigator In Charge (IIC):** Salazar, Fabian

**Additional Participating Persons:** Peter Basilli; Textron Aviation Int.; Wichita, KS  
Michael Schaadt; Federal Aviation Administration; San Jose, CA  
Drew Connely; Federal Aviation Administration; San Jose, CA  
Rayvon Williams; Airport Director Watsonville

**Note:**



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Cleveland, TN	<b>Accident Number:</b>	CEN22FA406
<b>Date &amp; Time:</b>	September 5, 2022, 17:11 Local	<b>Registration:</b>	N58807
<b>Aircraft:</b>	Cessna 182P	<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

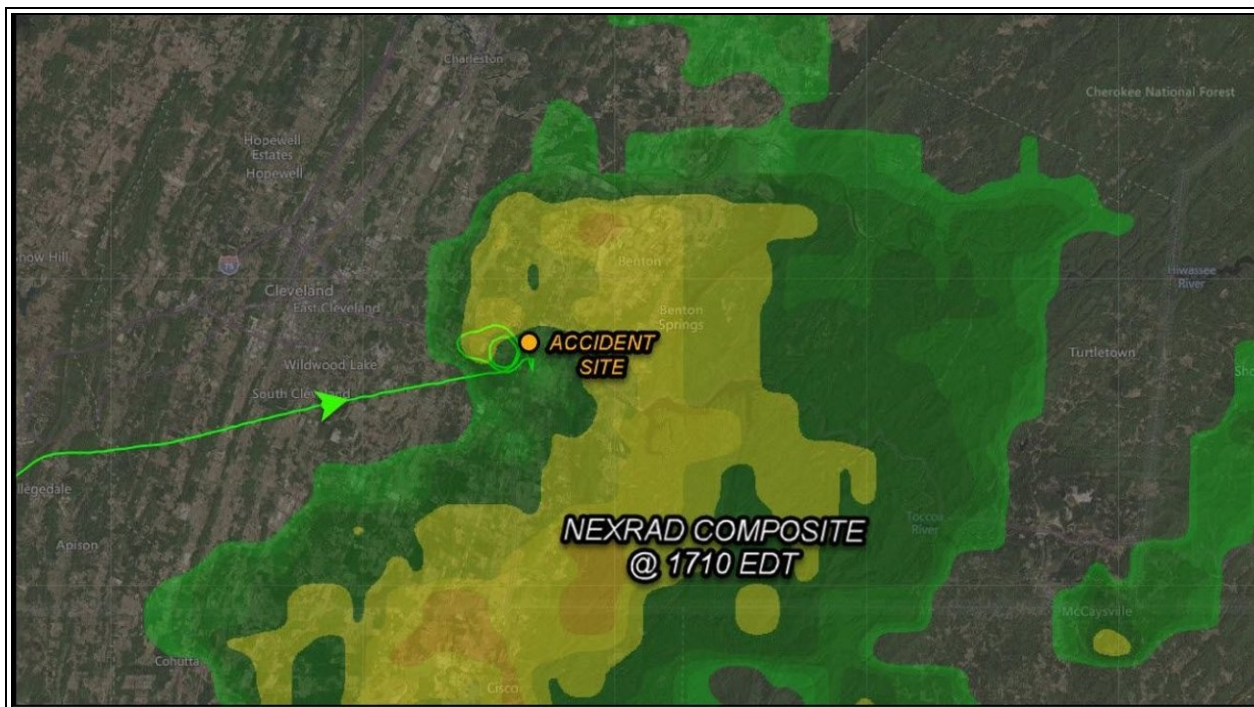
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On September 5, 2022, at 1711 eastern daylight time, a Cessna 182P airplane, N58807, was destroyed when it was involved in an accident near Cleveland, Tennessee. The pilot and passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Automatic Dependent Surveillance – Broadcast (ADS-B) data revealed that the flight departed Arlington Municipal Airport (GKY), Arlington, Texas, at 1012 central daylight time (cdt) and arrived at Fletcher Field Airport (CKM), Clarksdale, Mississippi, at 1300 cdt. The accident flight departed CKM at 1348 cdt with an intended destination of Asheville Regional Airport (AVL), Asheville, North Carolina. The pilot proceeded eastbound on course toward AVL and climbed to 9,000 ft mean sea level (msl).

At 1706, the airplane entered a left turn as the flight approached an area of weather. The pilot completed two full 360-degree turns momentarily returning to a northeasterly course. About 1711:10, the airplane entered a right turn from an approximate altitude of 9,075 ft msl. The final data point was recorded at 1711:32 with a corresponding altitude of 7,200 ft msl.

The initial tree impact was located about 0.56 miles northwest of the final data point. Elevation of the accident site was approximately 830 ft, and estimated tree heights were 80 ft above ground level (agl). The debris path was about 480 ft long and oriented on a north-northeast (020°) bearing. The airframe was fragmented. The engine and propeller assemblies were separated and located within the debris path. Both exhibited damage consistent with impact forces.



## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N58807
<b>Model/Series:</b>	182P	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Designator Code:</b>	N/A		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MMI, 874 ft msl	<b>Observation Time:</b>	17:15 Local
<b>Distance from Accident Site:</b>	16 Nautical Miles	<b>Temperature/Dew Point:</b>	25°C / 23°C
<b>Lowest Cloud Condition:</b>	Scattered / 1800 ft AGL	<b>Wind Speed/Gusts, Direction:</b>	0 knots / 0 knots, 0°
<b>Lowest Ceiling:</b>	Broken / 2800 ft AGL	<b>Visibility:</b>	9 miles
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Type of Flight Plan Filed:</b>	IFR
<b>Departure Point:</b>	Clarksdale, MS (CKM)	<b>Destination:</b>	Asheville, NC (AVL)

## 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>	35.12614,-84.72678

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sorensen, Timothy
<b>Additional Participating Persons:</b>	Aaron deVogel; FAA Flight Standards; Nashville, TN Peter Basile; Textron Aviation; Wichita, KS
<b>Note:</b>	