

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN21FA376

FIELD NOTES

September 9, 2021

A. ACCIDENT

Location: Urbana, Ohio
Date: August 20, 2021
Time: 14:40 Eastern Daylight Time
Airplane: Socata TBM 700A

B. FIELD NOTES

IIC	Aaron Sauer NTSB Denver, CO
Party Coordinator	Phil Santoro Daher Aircraft Inc. Pompano Beach, Florida

C. SUMMARY

On August 20, 2021, about 1440 eastern daylight time, a Socata TBM 700A airplane, N700DT, was destroyed when it was involved in an accident near Urbana, Ohio. The pilot sustained fatal injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The initial ground scar, located in a residential yard, contained separated components of the left wing. After ground impact, the airplane skidded across a highway, struck trees, a ditch, and then continued into mature potato and soybean fields. The airplane wreckage, which was highly fragmented, was scattered about 2,050 ft along a measured magnetic heading of 275°.

Airframe:

The cockpit and fuselage were fragmented by impact forces. Flight control cable continuity could not be established due to the fragmentation of the airplane. All sections of the cables and push-pull tubes located exhibited tensile overload fractures. A majority of each primary and secondary flight control surface were fragmented and located in the debris field. The forward lower left fuselage skin displayed scrape marks consistent with contacting the highway road surface. The cabin and emergency doors were separated from the fuselage structure. The main cabin door locking pins were extended, and the door handle was in the closed position. The right main landing gear actuator was found locked in the UP position.

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The left wing was separated at the wing root and fragmented. The flap and aileron were separated from the wing. The forward and rear left wing spars were bent aft from their original position. The right wing was separated near the wing root and was fragmented into two sections. The flap and aileron were separated from the wing. The flaps jackscrew was found in a flaps UP position. The left and right horizontal stabilizers were separated, and the vertical stabilizer remained partially attached to the aft fuselage structure. The left elevator was separated, the right elevator remained partially attached, and the rudder remained attached to the vertical stabilizer. The rudder trim was found in a neutral position, and the elevator trim was about in the full nose up position.

**No evidence of mechanical issues noted with the airframe.

Engine/Propeller:

Examination of the engine revealed the accessory gearbox and forward propeller shaft were separated and located in the debris field. Multiple parts of the power turbine section and the compressor section exhibited rotational scoring. Multiple compressor impeller blades were bent the opposite direction of travel.

The propeller hub was separated from the engine propeller shaft. All five blades were separated from the hub. A portion of each of the five blades was found in the wreckage.

** No evidence of mechanical issues noted with the engine and propeller.

Submitted by:

Aaron Sauer
Sr. Air Safety Investigator