

National Transportation Safety Board

Office of Aviation Safety

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CEN22FA119

AIRCRAFT EXAMINATION

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A. ACCIDENT

Location: Olathe, Kansas
Date: February 13, 2022
Time: 1020 central standard time
Airplane: N2445F, Piper PA46-500TP

B. AIRCRAFT EXAMINATION

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C. SUMMARY

On February 13, 2022, at 1020 central standard time, a Piper PA-46-500TP, N2445F, was destroyed when it was involved in an accident at the Johnson County Executive Airport (OJC), Olathe, Kansas. The pilot was fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

It was reported that the pilot/owner was retrieving the airplane from OJC after it had undergone an annual inspection at a maintenance facility based on the airfield. The airplane took off and the pilot radioed ""we gotta come back around four five foxtrot"". There were no further transmissions, and the pilot did not indicate the reason the flight needed to return.

Flight track data for the accident flight showed that the airplane began the takeoff roll on runway 36 at OJC at 1019:42. The airplane accelerated, reaching a peak ground speed of 80 kts about 2,250 ft. down the 4,097 ft. long runway. The airplane lifted off and then drifted slightly to the right and slowed before turning back toward the left. The airplane's groundspeed continued to decrease throughout the remainder of the data. The final recorded position was about 100 ft southeast of the initial impact point.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane took off from runway 36 at OJC and impacted the ground on the extended runway centerline about 400 ft. past the departure end of runway 36. The airplane came to rest upright with its fuselage oriented in a southeasterly direction. There was a postimpact fire that burned the wings and forward fuselage aft to the rear spar carry-through structure. The fuselage aft of the cabin, including the empennage, was intact. There was a fan shaped burn area on the ground that extended from the aircraft wreckage in a southerly direction.

2.0 Airframe Examination

The airframe examination was conducted both on-scene and after the airplane was removed from the accident site and transported to the recovery facility, Dodson International, Rantoul, Kansas.

2.1 Fuselage

The fuselage from the rear of the cabin area aft was predominately intact. The cabin section and forward fuselage were almost completely destroyed by impact forces and the postimpact fire. The instrument panel and installed avionics had significant fire damage. The aft portion of the left control column remained in the instrument panel.

2.2 Empennage

The tail surfaces were predominately intact. There was some wrinkling of the left stabilizer and elevator skins. The elevator was still attached to the horizontal stabilizer and all hinges were intact. The elevator trim tab was still attached and was deflected slightly downward (nose up trim). The vertical stabilizer was still attached to the rear fuselage and the rudder was attached to the vertical stabilizer. The rudder trim tab was still attached and appeared to be in a neutral position.

2.3 Wings

Left Wing

The left wing was separated from the airplane and came to rest alongside the fuselage. The outboard part of the wing separated from the inboard part and was underneath the inboard portion. The entire wing had extensive fire damage. Much of the wing skin and underlying structure was consumed by the postimpact fire. The flap was separated from the wing and still attached to the fuselage. The aileron was not found and was likely consumed by the fire.

Right Wing

The right wing was separated from the airplane and found next to the fuselage wreckage. The outboard part of the wing was almost completely consumed by fire with fire damage to all the remaining portions of the wing. The flap was still attached to the wing at the inboard end. The aileron was mostly consumed by fire, but portions were identified among the burned remains of the outboard wing section.

2.4 Landing Gear

The left landing gear was found in the wreckage of the left wing. The strut was broken and the lower portion with wheel and tire were found at the leading edge of the left wing. The upper portion of the strut appeared to be in the down position. The right main landing gear was still attached to the wing and was in the down position. The nose landing gear was found in the wreckage with the engine, and engine mount. No determination of position was made.

2.5 Cockpit

The cockpit/cabin section of the airplane was mostly consumed by fire down to the floorboards. There was crushing of the forward fuselage.

2.6 Fuel/Fuel System

The wing fuel tanks were consumed by the postimpact fire. The fuel filter bowl was located and the filter appeared intact with no obstructions. Some debris was observed in the fuel filter bowl. No fuel was observed in the filter bowl.

2.7 Other Systems

Flight control System

Due to impact forces incurred at the forward fuselage, the control column assemblies were broken in several locations. All of the breaks observed were consistent with impact damage. Portions of the aileron cables were still attached to the yoke assemblies. Control cable continuity was verified from the flight control surfaces into the cabin area of the airplane. All cable breaks identified during the on-scene examination and post recovery examination were determined to be consistent with impact damage except for a section of left aileron cable that was retained for further metallurgical examination. No anomalies were found, however, due to the extensive impact and fire damage in the forward fuselage/cabin area, a comprehensive determination of cockpit flight control integrity was not possible.

3.0 Engine Examination

The engine was mostly separated from the airplane due to impact forces. It was not examined at this time. Further examination was planned.

4.0 Propeller Examination

The propeller was a 5- blade constant speed propeller that had composite covered wood blades. The propeller blades were observed at the accident site at the initial impact location. The blades had broken just outside of the propeller hub. Further examination was planned.

5.0 Aircraft Information

The airplane was a Piper PA-46-500TP single engine airplane with a single low wing and retractable tricycle landing gear. It was powered by a Pratt & Whitney PT-6A-42A turboprop engine and was rated to produce 500 horsepower. The airplane could seat 6 people including the flight crew.

Submitted by:

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NTSB IIC