

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23FA045

AIRCRAFT EXAMINATION SUMMARY

11/27/2022

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A. ACCIDENT

Location: Greenfield, Indiana
Date: 11/25/2022
Time: 0800 EST
1200 UTC
Airplane: Cirrus Vision Jet SF50, N15VJ

B. AIRCRAFT EXAMINATION SUMMARY

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C. SUMMARY

On November 25, 2022, about 0800 eastern standard time, a Cirrus SF50 Vision Jet, N15VJ, was substantially damaged when it was involved in an accident shortly after takeoff from the Indiana Regional Airport (MQJ), near Greenfield, Indiana. The pilot was not injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 positioning flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane came to rest in a retention pond in an industrial area about 1 mile and 220° from the departure end of runway 25 at MQJ. The airplane was upright and the CAPS parachute had been deployed.



2.0 Airframe Examination

The airframe of the airplane was predominately intact with wings, tail, and all flight control surfaces still attached.

2.1 Fuselage

The fuselage of the airplane was intact except for the forward nose section that housed the CAPS parachute system. The parachute was deployed and was lying on the ground adjacent to the airplane. The hatch that covered the CAPS system was not located during the examination. The straps that secured the parachute to the airplane were exposed and the non-structural covers over the straps had been pulled from the fuselage. The front of the engine was displaced about 45 degrees to the right and the engine nacelle had a near vertical cut in the left side that was consistent with one of the CAPS straps having pulled the engine to the side during the accident sequence.

2.2 Empennage

The tail surfaces of the airplane were intact with both ruddervators still attached to the stabilizers. The ventral fins were still attached, and the stability augmentation controls surfaces were still attached and exhibited no play.

2.3 Wings

The one-piece wing of the airplane was still attached to the fuselage. Damage to the right flap and visual examination of the gaps between the inboard end of the flaps and the wing root fairings was consistent with the wing being displaced to the left during the accident sequence. The wing root gap on the right side was visibly less than the gap on the left side. The flaps were still attached, secure and in the retracted position. The ailerons were still attached. The left aileron was secure, and all three hinges were intact. The right aileron was still attached, but the center and outboard hinges had their ball bearings displaced. The tab attached to the aileron that engaged the outboard hinge was bent outboard consistent with displacement of the aileron in the inboard direction. The outboard retention pin was also bent. The damage to the right aileron was consistent with damage received during the impact sequence.

2.4 Landing Gear

The landing gear was in the retracted position.

2.5 Cockpit

The cockpit was intact, and photo documented.

2.6 Survivability

The pilot indicated that after exhausting all efforts to regain control of the airplane, he deployed the CAPS parachute system. He indicated that when the parachute deployed, he saw it deploy from the nose hatch which was followed by the airplane descending under canopy in a near level attitude into the pond. He was not injured.

2.7 Fuel/Fuel System

The fuel system was not examined at the accident site.

2.8 Other Systems

The airplane flight control system was examined by actuation of the cockpit controls with corresponding movement of the primary flight control surfaces verified.

The ailerons and ruddervators moved in the correct direction when the cockpit sidestick and rudder pedals were actuated.

The Garmin MFD, PFD were removed from the airplane for data extraction. This included the Garmin data-logging SD card.

The Appareo recoverable data module (RDM) was removed from the airplane for data extraction.

The mounting frame containing the CAPS Timer Card and other circuit cards was removed from the airplane for further examination.

3.0 Engine Examination

The engine was not examined at the accident site.

Submitted by:

John Brannen
NTSB IIC