

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23FA079

AIRCRAFT EXAMINATION SUMMARY

1/17/2023

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A. ACCIDENT

Location: Kingfisher, Oklahoma
Date: 1/16/2023
Time: 1242 CST

Airplane: 1980 Piper PA-32-301T, N8266D

B. AIRCRAFT EXAMINATION SUMMARY

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C. SUMMARY

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane impacted a level farm field with firm ground and little vegetation.



2.0 Airframe Examination

2.1 Fuselage

The fuselage was almost entirely destroyed by fire. The fuselage from about the leading edge of the vertical tail and aft was all that remained intact.



2.2 Empennage

The vertical tail, rudder, and horizontal stabilator remained attached to the aft fuselage and were mostly undamaged except for some impact related deformation of right tip. All of the tail surfaces exhibited varying amounts of thermal damage.



2.3 Wings

The wings came to rest inverted and inline with each other. There was melting of the center section spars in the cabin area. The leading edges of both wings were crushed aft and the fuel tanks ruptured. The ailerons and flaps remained attached to the wings.



2.4 Cockpit

The cockpit and cabin section of the fuselage was almost completely consumed by fire. Numerous instruments and avionics were found separated from the airplane. The cabin roof was found separated from the rest of the fuselage.

2.5 Other Systems

The airplane flight control systems were examined. The rudder cables were continuous except for breaks near the attachment to the rudder pedals. The stabilator cables were continuous except for breaks near their attachment to the bottom of the control T-bar. The aileron cables were continuous except for breaks near their connection to the control column chain segment. The chain was broken into several pieces. The flap control lever was in the flaps retracted position and the cable was still attached and intact. The flap return spring was located but had disconnected from the flap control system. All exterior airplane doors were located at the accident scene.





3.0 Engine Examination

The engine was able to rotate with difficulty. Accessory gear continuity was confirmed and valve action was noted on all cylinders. The fuel injection throttle body and induction plenum were separated from the individual cylinder intake tubes. The single drive dual magneto was separated from the accessory case and was found in the debris field. The magneto case was fractured exposing the internal components of the magneto. The oil suction screen was removed and debris was found that was retained for further examination. There were several separations in the engine exhaust system. The turbocharger was displaced and had a hole in the induction side of the housing. All exhaust V-band clamps were located. The tailpipe had separated from the turbocharger, but the V-band clamp was still in place on the turbocharger side. The tailpipe and V-band clamp exhibited physical deformation.



4.0 Propeller Examination

The propeller was in a hole near the initial impact point. The prop position was with the rotational axis of the propeller in a near vertical orientation. The prop hub

was separated from the crankshaft but otherwise was intact. The 3 blades remained attached to the hub and all three blades were bent aft. Each blade exhibited varying degrees of leading edge polishing and chordwise scratching.



Submitted by:

John Brannen
NTSB IIC