

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23FA095

AIRCRAFT EXAMINATION

1/30/2023

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A. ACCIDENT

Location: Hooker, OK
Date: January 28, 2023
Time: 1902 CST
0102 UTC
Airplane: N6482B, Cessna 172

B. AIRCRAFT EXAMINATION

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C. SUMMARY

On January 28, 2023, at 1902 central standard time (cst), a Cessna 172 airplane, N6482B, was destroyed when it was involved in an accident near Hooker, Oklahoma. The pilot was fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations (CFR) Part 91 personal flight.

A review of Automatic Dependent Surveillance-Broadcast data provided by the Federal Aviation Administration (FAA) showed that the airplane departed the Liberal Mid-America Regional Airport (LBL), Liberal, Kansas, at 0916 cst for a flight to the Meadow Lake Airport (FLY), near Colorado Springs, Colorado, landing at 1150 cst.

The airplane departed FLY at 1705 cst and proceeded in a southeasterly direction for about 1 hour and 53 minutes. The airplane's altitude during the en-route portion of the flight varied and the airplane was at 4,500 ft. msl at 1859 cst. The airplane then began a left turn with decreasing radius that continued for two complete turns while the airplane descended to about 3,300 ft. msl. The airplane exited the turns and proceeded on a course of about 150° for about ½ mile before the end of the data. A slight right turn began just before the data ended. The accident location was about 200 ft and 260° from the last recorded position, and 16 nm west-southwest of LBL.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane impacted rolling terrain at coordinates 38:58:15N 101:17:26W. The area where the accident occurred was rural rolling terrain. There were few structures nearby. The nearest town was several miles away and the area where the accident happened would have little ground lighting sources.



Figure 1: Accident terrain

2.0 Airframe Examination

The airplane came to rest in a nose down attitude. All major components of the airplane were accounted for in the immediate area of the accident site. The aft fuselage was bent downward relative to the rest of the airplane. The wing leading edges were crushed rearward and consistent with a near vertical impact.



Figure 2: Airplane at accident site

2.1 Fuselage

The front of the fuselage was oriented nearly vertically and the front crushed rearward. The aft fuselage was bent downward relative to the forward fuselage aft of the cabin section.

2.2 Empennage

The tail surfaces remained attached to the airplane and were predominately intact but with impact damage to the right stabilizer. The elevators remained attached to the horizontal stabilizer at all hinge locations and were intact. The rudder was still attached to the vertical stabilizer at all hinge locations and was intact.



Figure 3. View from rear showing tail surfaces.

2.3 Wings

The wings had rearward crushing damage but remained partially attached to the fuselage and were located in the correct position. Both wings were continuous from root to tip and the flaps appeared to be in the retracted position. The wing struts were still in-place and attached at each end and the structure where the struts attach at both the wings and fuselage was deformed due to impact forces.



Figure 4. Right wing

2.4 Other Systems

The control system was examined on-site, and the tail surface controls were intact from the surfaces forward to a position near the main landing gear. The aileron control cables were intact from the ailerons to their respective pulleys in the cabin roof. The balance cable was continuous.

3.0 Engine Examination

The engine could not be examined on-scene and was retained for further examination.



Figure - Engine at site

4.0 Propeller Examination

The propeller remained attached to the engine. There was polishing of the forward face, and chordwise scratching. Each blade was bent rearward slightly.

Submitted by:

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IIC