

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23LA022

RECORDERS

Specialist's Factual Report

December 7, 2022

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A. ACCIDENT

Location: Evansville, Indiana
Date: October 30, 2022
Time: 1358 eastern daylight time
Airplane: Piper PA-32R-300, N349SB

B. RECORDERS

Specialist Joshua Lindberg
National Transportation Safety Board
Washington, DC

C. SUMMARY

Preliminary information

On October 30, 2022, about 1358 eastern daylight time, a Piper PA-32R-300 airplane, N349SB, was substantially damaged when it was involved in an accident near Evansville, Indiana. The pilot and one passenger sustained serious injuries, and two passengers were not injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

According to preliminary air traffic control and local authority information, the pilot notified Evansville Regional Airport (EVV) approach control that the airplane's engine was running rough, and he wanted to divert to EVV. The pilot was cleared for landing on runway 4, and then the pilot reported the engine lost total power about 8 miles southwest of EVV. The controller advised the pilot of a nearby grass airstrip, and there were no further communications by the pilot.

Examination of the accident site revealed the airplane attempted a forced landing to a golf course. From the initial impact to the airplane resting point, the airplane traveled about 280 ft. The airplane came to rest upright and sustained substantial damage to the fuselage, both wings, and horizontal stabilizer. The wreckage was retained for further examination.

An engine data monitor was removed from the wreckage and was relatively undamaged (see Figures 1 and 2). The device was downloaded normally using the manufacturer's software.



Figure 1. Front of JPI

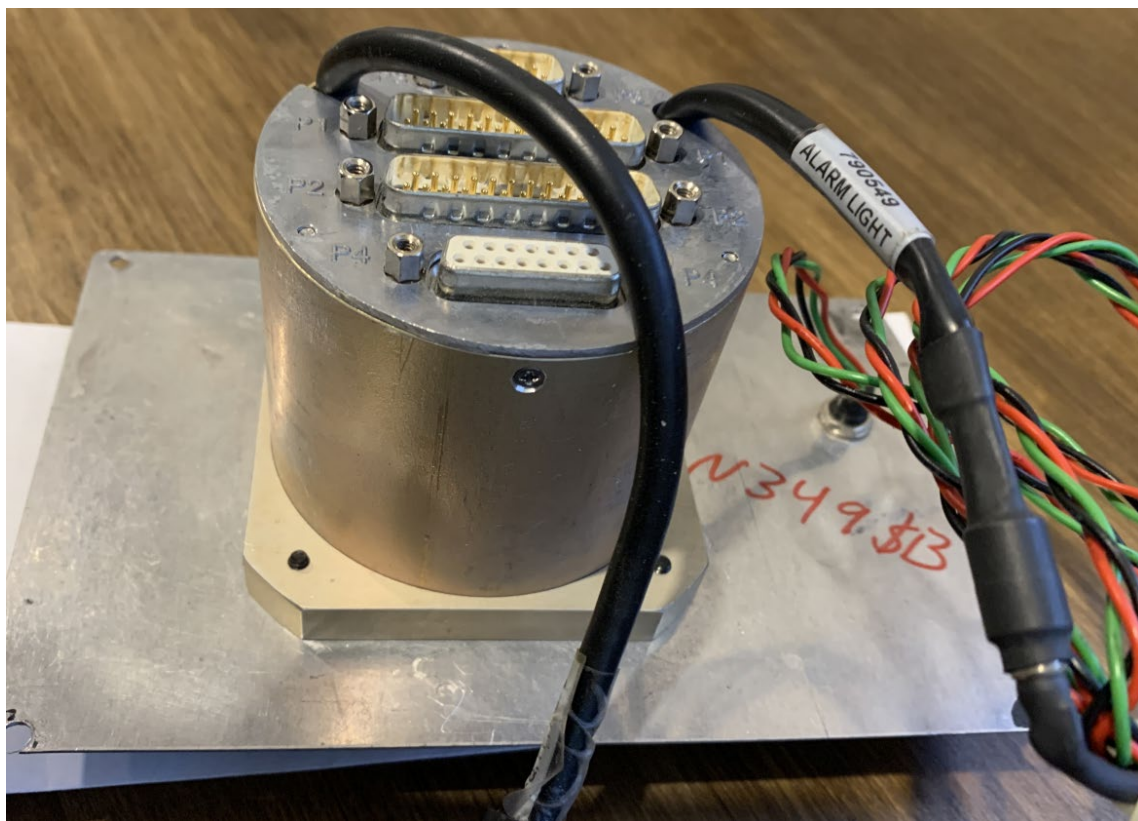


Figure 2. Back of JPI

D. FACTUAL INFORMATION

Device manufacturer: J.P. Instruments, Inc
Model Number: EDM-900
Serial Number: 05091

E. DATA DESCRIPTION

The data extracted included 70 sessions from August 10, 2022 through October 30, 2022. The device's internal clock was set 7:38:38 ahead of central daylight time. The accident flight session was recorded starting 12:39:28 CDT, and ending 13:55:52 CDT, on October 30, 2022.

F. LIST OF ATTACHMENTS

Attachment 1. Accident Flight Tabular Data

Submitted by:

Joshua Lindberg
Aviation Accident Investigator