

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN24FA073

RECORD OF EXAMINATION

December 27, 2023

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A. ACCIDENT

Location: Canton, Texas
Date: December 26, 2023
Time: 1813 Central Standard Time
0013 Universal Coordinated Time
Airplane: Cirrus Design Corp SR22 N858RC

B. RECORD OF EXAMINATION

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Party Coordinator	Johnny Perez Federal Aviation Administration North Texas FSDO Irving, Texas
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C. SUMMARY

On December 27, 2023, about 1813 central standard time, a Cirrus Design Corp SR22, N858RC, was involved in an accident near Canton, Texas. The pilot was fatally injured. The airplane was destroyed. The airplane was operated under Title 14 Code of Federal Regulations as a Part 91 personal flight.

A witness heard radio transmissions from the pilot of the airplane reporting west of 1TA7. He then heard additional transmissions from the pilot reporting downwind, base, and final for runway 13. The witness stated that the radio transmissions were normal. The witness went outside to see the airplane but could not tell if it was lined up with the runway due to his vantage point.

The airplane impacted trees, terrain, and came to rest against a house. The main wreckage was located about 960 ft on a heading of 116° from the approach end on runway 13.

There were no instrument approaches for the airport. The runway had solar powered deck lights along the edges of the runway. One set of lights along the runway was separated by about 140 ft and another light was separated by a distance

greater than 140 ft. Deck lights were also on the end of driveways and even on a picnic table next to a refueling area.

The U.S. Naval Observatory sun and moon data at the time of the accident, reported sunset was at 1725 and the end of civil twilight was at 1752. Moon rise was at 18:01 and the phase of the moon was Waning Gibbous with 99% of the moon's visible disk illumination.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The initial impact was that of a tree estimated to be 40-50 ft in height located at:

32°37'3" N and 95°52'7" W, 520 ft elevation

The heading from the initial impact to the main wreckage was 146°.

The main wreckage was resting at the edge of a house at:

32°37'1" N and 95°52'6" W, 520 ft elevation

The main wreckage nose to tail heading was 104°.

An airport surveillance camera recorded the aircraft's approach to 1TA7. The surveillance camera was located at:

33°36'60" N and 95°52'11" W

2.0 Airframe Examination

The airplane initially impacted a tree line estimated to be 40-50 ft in height that was about 250 ft from the house that the airplane came to rest upon with a nose to tail heading of 104° and a GPS elevation of approximately 520 ft. The wreckage path from the tree line to the house was approximately 250 ft long and a heading of 146°. The airplane was destroyed by impact forces.

Postaccident examination of the airplane confirmed flight control continuity from all the control surfaces to the cockpit controls. The wings flaps were in the 50% position. The wreckage path contained the propeller blades, all of which were separated by impact forces at the blade root. The propeller and propeller spinner displayed rotational and torsional features consistent with engine operation.

The main wreckage consisted of the major airframe components excluding the right wing and right main landing gear, which was near the initial impact with trees. The left wing fuel tank broken open due to impact forces and the area beneath the wing was wetted with aviation fuel.

The left wing flap position at the left wing was about 50%

Flight control continuity from the aircraft control surfaces to the cockpit controls was confirmed.

The pitot tube had remnants of tree material embedded in its inlet.

2.1 Fuselage

The fuselage was resting inverted.

The empennage was detached from the fuselage due to impact forces and behind the fuselage.

The airframe parachute fired due to impact, and the cockpit control was not actuated.

The power and mixture controls were fully forward.

The fuel selector knob was positioned to the right fuel tank.

The fuel pump switch was in HIGH BOOST PRIME.

The ignition key switch was in BOTH.

The Hobbs meter indicated: 2968.9

The Flight indicated: 2760.6

The analog altimeter indication was about 500 ft and its altimeter setting was 29.96 inches of Hg.

3.0 Engine Examination

The engine did not display mechanical failure.

Submitted by:

Mitchell Gallo
Air Safety Investigator