

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN24FA095

AVIATION

January 23, 2024

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A. ACCIDENT

Location: Little Rock, Arkansas
Date: January 21, 2024
Time: 1320 central standard time
1920 UTC
Airplane: Cirrus SR22 N255JP

B. AVIATION

IIC Mitchell Gallo
National Transportation Safety Board
Denver, CO

Party Coordinator Thomas Farago
Federal Aviation Administration
Little Rock, AR

Party Coordinator Mark Haroldson
Cirrus Aircraft
Duluth, MN

SUMMARY

On January 21, 2024, at 1320 central standard time, a Cirrus SR22, N255JP, was involved in an accident near Little Rock, Arkansas. The airplane was destroyed. The pilot was fatally injured. The airplane was operated under Title 14 *Code of Federal Regulations* Part 91 as a personal flight.

The accident flight's purpose was for the pilot to attend flight training in Florida. The airplane was loaned to the pilot for the flight by the aircraft owner. The airplane was kept in an unheated hangar at Bill and Hillary Clinton National Airport/Adams Field (LIT), Little Rock, Arkansas. On the day of the accident, the pilot called a fixed base operator (FBO) at LIT to move the airplane outside, and at the time, the outside air temperature was about 28°F. When the pilot arrived, he attempted to start the airplane fourteen times and ceased further attempts because the battery died. FBO personnel connected a ground power unit (GPU), and the pilot then started the airplane after five additional start attempts.

A witness, who was inside the FBO, said that his airplane was parked next to the accident airplane. He said once the accident airplane started, the GPU was disconnected, the wheel chock was removed, and within two minutes at the most, the accident airplane was taxied and turned onto taxiway A. He said that the pilot of the

airplane did not allow the engine to warm after engine start, prior to its moving. He said that typically on cold days in his airplane you must wait at least 6-8 minutes before moving the airplane. He said that the pilot of the airplane accident just taxied out to the end of the runway. He did not know if the pilot of the airplane accident performed a runup prior to departure. He said he did not see enough time elapse since the accident airplane was started to the time of the accident for the engine oil to have warmed up enough.

The flight departed runway 4L and reached a maximum altitude of approximately 425 ft mean sea level, shown in Figure 1. During the departure climb, the pilot transmitted that he lost the engine. The airplane entered a bank, descended, and impacted the ground near the airport fire station.



Figure 1 – Airplane Departure Flight Track with Speeds and Altitudes

C. DETAILS OF THE INVESTIGATION

1.0 Accident Site

The aircraft, shown in Figure 2, was located on the airport at coordinates: 34 degrees 44 minutes 7 seconds North and 92 degrees 13 minutes 3 seconds West at GPS elevation 260 ft.



Figure 2 - Accident Site

The tail to nose heading was 229 degrees. The preceding wreckage path extended to the initial impact point, which was a hole, at coordinates: 34 degrees 44 minutes 9 seconds North and 92 degrees 13 minutes 3 seconds West at GPS elevation 260 ft. The heading from the initial impact point to the main wreckage was 171 degrees. Two of the three propeller blades were along the wreckage path and the third propeller blade was about 100 ft west of the initial impact point.

A foreign object debris check of runway 4L and its runway edges was performed and there were no parts/pieces associated with the aircraft.

2.0 Airframe Examination

2.1 Fuselage

All the airframe components were at the accident site. The aircraft was upright and the engine was attached. The center fuselage section was consumed by fire as

well as the wings. The left wing had greater damage relative to the right wing. The parachute system was not deployed and intact.

2.2 Empennage

Flight control continuity was conformed from the empennage flight control surfaces to the cockpit controls.

2.3 Wings

The cockpit control and wing flap actuator extension indicated a retracted wing flap setting.

Aileron to cockpit flight control continuity was confirmed.

2.4 Cockpit

Consumed by fire.

2.5 Fuel/Fuel System

Consumed by fire.

The fuel selector was positioned to the left fuel tank.

3.0 Pilot Information

No pilot logbooks were received by the NTSB Investigator-in-Charge that showed the pilot's total experience flying turbocharged airplanes. A flight instructor provided a statement for the pilot's airplane insurance application, that he provided the pilot with ground and 10 hours of flight training and 10 takeoff and landings in the airplane on October 3 and 17, 2023, and on January 4 and 11, 2024. The pilot reported on the application that he had logged 15.2 hours in a Cirrus SR22. The pilot's estimated total flight times were based upon the insurance application.

Submitted by:

Mitchell Gallo
IIC