

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA23LA285

WRECKAGE EXAMINATION SUMMARY

July 25, 2023

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A. ACCIDENT

Location: Yorktown Heights, NY
Date: July 29, 2023
Time: 1222 EDT
<Enter HHMM coordinated universal time (UTC)>
Airplane: Diamond DA40

B. WRECKAGE EXAMINATION SUMMARY

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Diamond aircraft

C. SUMMARY

On June 29, 2023, at 1222 eastern daylight time, a Diamond DA40, N44HH, was substantially damaged when it was involved in an accident near Yorktown Heights, New York. The pilot sustained minor injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

According to the pilot, who was also the owner of the airplane, he intended to fly to Orange County Airport (MGJ), Montgomery, New York for an annual inspection. He departed Westchester County Airport (HPN), White Plains, New York, and while climbing to cruise altitude, about 2,000 ft mean sea level (msl), the airplane began to experience a loss of engine power. The indicated power on his G1000 was lower than normal at 75% and the climb rate was diminishing. The pilot reported the power loss to the air traffic controller. The engine power then dropped to 68% and he initiated a descent. The pilot started looking for field to land and was "crabbing" towards West Point as the altitude dropped to 1200 ft msl. He moved the throttle in an attempt to regain engine power, however only the propeller changed pitch. The pilot subsequently attempted a forced landing to a school field. However, as the airplane was in a steep right bank, the wingtip struck the ground. The aircraft yawed right and impacted the ground with the left forward side of the nose and slid to a stop. During the accident sequence, the airplane sustained substantial damage to the empennage.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

N/A, not observed.

2.0 Airframe Examination



The recovery company cut the tail of the airplane off for transportation. All four corners of the airplane were present on the trailer.

3.0 Engine Examination





The engine turbo charger induction housing was fractured and showed signs of an existing fracture surface. The turbo charger housing was removed and sent to NTSB materials lab. The propeller blades were all fractured near the hub. The glow plugs were removed and the propeller was rotated by hand, compression could be heard out of the glow plug holes. The engine rotated smoothly and did not reveal any preimpact anomalies.

The ECU was removed and retained for download at another date.

Submitted by:

Daniel Boggs
Air Safety Investigator