

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ERA24FA026

WRECKAGE EXAMINATION SUMMARY

November 1, 2023,

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A. ACCIDENT

Location: Marion, Ohio
Date: October 31, 2023
Time: 1123 EDT
1323 UTC
Airplane: Piper PA32-300

B. WRECKAGE EXAMINATION SUMMARY

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Party Member	Mike Childers Lycoming Engines
	Kris Wetherell Piper Aircraft
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C. SUMMARY

On October 31, 2023, at 1123 eastern daylight time, a Piper PA32-300, N44601, was destroyed when it was involved in an accident near Marion, Ohio. The pilot and pilot rated passenger were fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

A witness stated he was standing outside his house when he heard an airplane flying in the distance and stated the engine sounded like it was "oscillating." He looked up and saw the airplane flying south and began to make a left circling turn and what looked like a white mist trailing the airplane. He further stated that the engine "cut out" and the airplane went "nose down" and impacted the ground.

A ring video doorbell captured the sound of the airplane flying over the house. The engine sound could be heard and the engine was at high RPM and running strong.

The wreckage was located in an open field, about a 1/2 mile from a county road. The airplane impacted the ground in a steep nose down, nearly vertical

attitude. The magnetic heading was 090°. The engine and propeller were buried about 2 feet in the ground. A postimpact fire destroyed most of the airframe. The left wing displayed accordion crushing along the entire leading edge. The left tip tank was destroyed by fire. The right wing was destroyed by fire. Flight control continuity was observed to all primary flight controls through frayed cables and fractured bell cranks.

The propeller hub was fragmented and separated from the engine flange. The intake and exhaust pipes were crushed and separated. The Nos. 2, 3 and 4 cylinders were impact damaged. The No. 1 cylinder head and valves were impact damaged. The No. 2 cylinder head was separated from the barrel and impact fragmented. The barrel remained attached to the engine crankcase. The No. 3 cylinder head and valves were impact damaged. The No. 4 cylinder, connecting rod and piston were separated from the crankcase. A portion of the cylinder barrel flange and barrel remained attached to the crankcase. One connecting rod bolt was separated from the connecting rod and not observed. The rod was impact damaged. The No. 4 crankshaft rod journal was undamaged. No thermal discoloration or scoring of the journal surface was observed. The engine crankshaft could not be rotated by turning the propeller flange. The interiors of the cylinders, which remained attached to the engine were observed using a lighted borescope and no anomalies noted. Oil was observed in the engine. The oil suction screen contained a quantity of ferrous metallic debris that was forwarded to the National Transportation Safety Board Materials Laboratory for further examination.

Submitted by:

Daniel Boggs
Air Safety Investigator