



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

September 14, 2022

ACCIDENT SITE EXAMINATION REPORT

WPR22FA345

This document contains 9 embedded photos.

A. ACCIDENT

Location:	Seligman, Arizona
Date:	September 13, 2022
Aircraft:	Piper PA46, N43605
NTSB Investigator-in-Charge:	Andrew Swick
FAA Inspector-in-Charge:	Mike McComb-Las Vegas, NV-FSDO
Piper Aircraft Company-ASI:	Kathryn Whitaker

On September 13, 2022, about 1101 mountain standard time, a Piper PA46-350P airplane, N43605, was destroyed when it was involved in an accident near Seligman, Arizona. The student pilot and passenger were fatally injured. The airplane was operated by the pilot as a Title 14 Code of Federal Regulations Part 91 personal flight.

Flight track data revealed the airplane departed from Wichita Valley Airport (F14), Wichita Falls, Texas, earlier in the day and landed at Double Eagle Airport (AEG), Albuquerque, New Mexico. The airplane then departed AEG at 0908 with a destination Henderson Executive Airport (HND), Henderson, Nevada. The airplane was on a west bound track where it climbed to 17,500 ft then later climbed to 18,000 ft. The airplane then turned south near Flagstaff, Arizona, and then back to a west bound track maneuvering Northwest then Southwest before nearing the accident site. Near the accident site the airplane made a wide 270 degree left turn before turning right and lost altitude. The airplane was in communication with LA Center halfway through the flight.



Figure 1-Google Earth view of the radar track and accident site location.

A Federal Aviation Administration (FAA) Alert Notice (ALNOT) was issued shortly after the loss of radar and communication. The airplane was found later in the afternoon on level desert terrain.

The last radar target was above the main wreckage location.

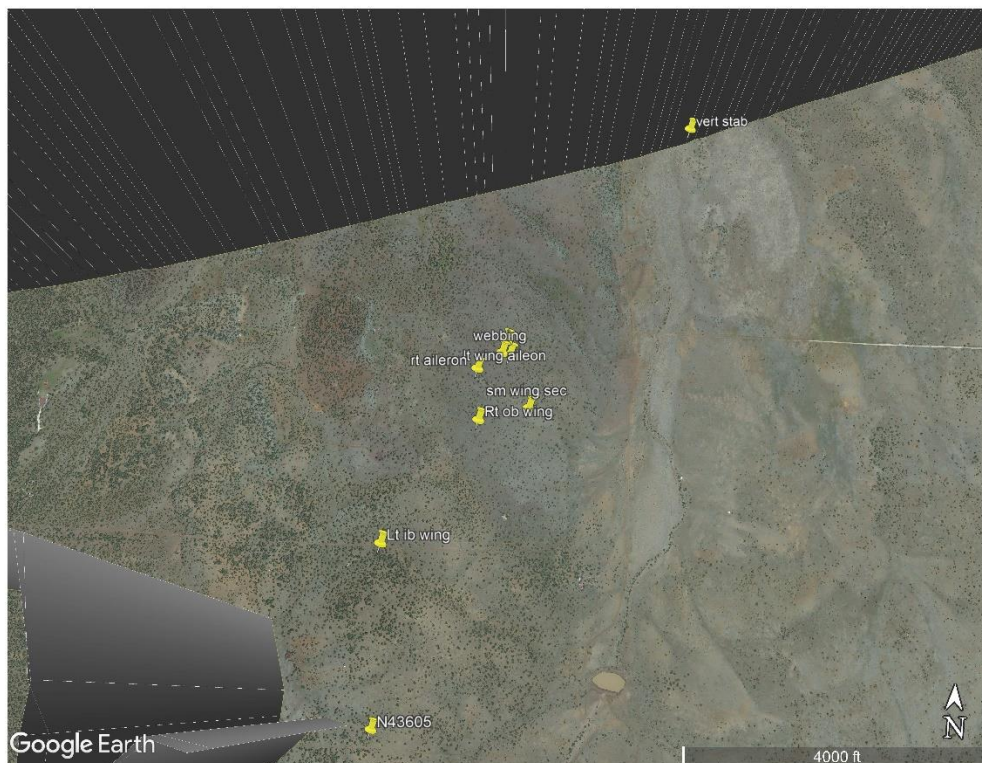


Figure 2-Google Earth view of the debris field.

B. DETAILS OF THE INVESTIGATION

1.0 Accident Site Examination

A postaccident examination of the accident site revealed that a debris field was located across desert terrain with sparsely spaced juniper trees. The main wreckage consisted of the airplane's fuselage, engine and propeller, which came to rest on its left side on a directional heading of 165 degrees magnetic. The right inboard wing section, flap and right landing gear remained partially attached. The right side windshield was broken out and windshield fragments were spread from the main wreckage to about 80 ft in an eastward direction. The cabin glareshield was partially protruding from the broken windshield. The aft fuselage including the vertical spar was partially attached to the main wreckage by wires and tubing. The vertical spar end was damaged and bent forward. There was no ground disturbance. The debris field was about 2 miles long and on a directional heading of 24 degrees magnetic. The left inboard wing section including the left main landing gear was about 1/2 mile to the north of the main wreckage. The remaining wing section were found near the middle of the debris field. The vertical stabilizer was the furthest from the main wreckage. The left flap and rudder were not located during the recovery efforts.



Figure 3-Accident site, main wreckage.



Figure 4-Left inboard wing section.



Figure 5-Left outboard wing section.



Figure 6-Left aileron.



Figure 7-Horizontal stabilizer and elevator.



Figure 8-Right outboard wing section.



Figure 9-Vertical stabilizer.

The left flap, rudder and forward baggage door was not located during the onsite examination.

Prepared by Andrew Swick