



NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety

Wreckage Examination Group Field Notes

September 25, 2022

A. ACCIDENT **WPR22FA354**

Location: Sisters, Oregon
Date: September 22, 2022
Time: 1439 PT
Operator: Private
Aircraft: Piper PA-28-140
Registration: N7063R

B. SUMMARY

On September 22, 2022, about 1439 Pacific daylight time, a Piper PA-28-140, N7063R, was destroyed when it was involved in an accident near Sisters, Oregon. The pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to data retrieved from a third party service used by the pilot to record his flight plan, the flight departed from a private strip in Llano, California. A family member reported that his planned departure time was about 0700. The pilot's route of flight included the following waypoints (in the reported order): Rosamond, California (L00), Sanger, California (9CA7) and then Jackson, California (JAQ). According to the JAQ airport manager, the pilot purchased 25 gallons of 100 low lead aviation grade gasoline at 0953. The pilot's subsequent waypoints included Nevada County, California (GOO) followed by Sisters, Oregon (6K5) where the pilot purchased 29 gallons of fuel at 1400. According to the flight plan, the pilot expected to fly to Scappoose, Oregon before he landed at his final destination in Curtis, Washington (0WA2).

A witness who was hiking about 0.50 nm north of the accident site heard the airplane during its final moments. According to her recount, about 1430 she heard a small airplane that was flying close to her, which caught her attention. She heard a "thud" approximately 30 seconds later. The witness stated that the engine sounded smooth and continuous during this time.

According to the witness, the weather conditions had been changing steadily throughout the day, but were mostly foggy. She noted that the conditions were “very foggy” and “very windy” from noon until the end of the day.



Photograph 1: Accident site on slope of South Cinder Peak

C. DETAILS OF THE INVESTIGATION

D.1 Onscene Examination

The airplane impacted a 60° slope on South Cinder Peak in the Jefferson Wilderness at a field elevation of about 6,500 ft mean sea level. All four corners of the airplane were accounted for at the accident site. The first point of impact (FPI) was about 500 ft from the top of the peak and was marked by a large ground scar about 6 feet wide. The main wreckage was located about 20 ft northeast of the FPI and was comprised of both wings, the fuselage and empennage. The engine was collocated with the FPI.

The right and left ailerons were attached to their respective wings, which remained attached at the carry through spar. Both wing leading edge surfaces were crushed chordwise and the leading edge skin forward of the fuel tanks exhibited evidence of hydraulic deformation. The right and left wingtips had separated from their respective wings. The airplane fuselage and cabin were crushed beneath the wings and could not be identified due to their orientation at the accident site. The empennage was inverted and comprised of the anti-servo tab and both stabilators. The vertical stabilizer and rudder assembly were crushed, but remained partially attached to the empennage. Several airframe fragments were distributed along the slope of the peak, below the main wreckage.

Further examination of the airplane was not accomplished during the onscene investigation due to terrain challenges.

The wreckage has been retained for further examination.



Photograph 2: Main wreckage from the east



Photograph 3: View of right wing at accident site



Photograph 4: View of left wing at accident site