

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR23FA141

IMPACT & WRECKAGE SUMMARY

April 2, 2023

A. ACCIDENT

Location: Oxbow, Oregon
Date: April 2, 2023
Time: 0951 PST
1651 UTC
Airplane: 2009 Cirrus SR22

B. IMPACT & WRECKAGE SUMMARY

The airplane was traveling from Caldwell Executive Airport (EUL), Caldwell, Idaho to Lewiston Nez/Perce County Airport (LWS) in Lewiston, Idaho. The pilot departed EUL and flew NNW. The distance between EUL and LWS was about 270 nm. The airplane impacted terrain about 95nm NNW of EUL. Witnesses observed the airplane descending from the sky and reported that the nose of the airplane was oriented straight down and did not have the Cirrus Aircraft Parachute System (CAPS) attached. The airplane impacted mountainous terrain, about 20 ft west of high intensity powerline wires.

C. DETAILS OF THE INVESTIGATION

1.0 Accident Site

Lat/Long: 44.96014, -116.85810
Site Elevation: 2,436ft
Slope Angle: 33°
Site Distance: 1 mile from N to S, 350 ft from E to W
Nearest Landmark: Idaho Power Company Property

The airplane impacted the west side of the mountain's sloping terrain, was highly fragmented, and sustained thermal damage emanating from the impact crater. The main wreckage site was about 328 ft in radius from the initial point of impact. The high velocity impact was confirmed by observation of a highly fragmented airframe. The impact crater spanned about 30 ft from east to west and about 22 ft from north to south, with crater depth being about 4 ft.

2.0 Airframe Examination

2.1 Fuselage

The fuselage was highly fragmented and sustained thermal damage.

2.2 Empennage

The top half of the vertical stabilizer and rudder were located about 1 mile North of the main wreckage. The vertical stabilizer and rudder had witness marks consistent with in-flight contact with the CAPS attachment strap. The horizontal stabilizer and both elevators were present on the debris field and the elevator balance weights were present with the elevator. The rudder and elevator cables remained attached to their respective bell cranks at the fuselage station 306 bulkhead. Varying segments of the rudder cables were attached at the rudder pedal stanchions.

2.3 Wings

The left and right wings were present. The wing structure is comprised of a one-piece spar and torque box structures. The wing structure was highly fragmented, with upper and lower wing-skin and torque box fragments present throughout the debris field. The left and right wing ailerons were both present, exhibited impact damage, and separated from their respective wing. Fragments of the aileron cables were present in the debris field. The left and right flaps were both present and exhibited impact damage and separated from their respective wing. The base of the jack screw motor was fragmented.

2.4 Landing Gear

The left and right main landing gear were present in the debris field and exhibited impact damage. The nose landing gear was fragmented into several pieces.

2.5 Cockpit

The cockpit sustained impact damage and was highly fragmented. Thermal damage was sustained to the identifiable fragments of the cockpit.

2.6 Survivability

The egress hammer was present and sustained thermal damage. The CAPS parachute was deployed and separated from the airplane prior to impact. The parachute canopy was observed by witnesses and came to rest in the reservoir.

2.7 Fuel/Fuel System

The wet wing structure sustained impact damage and evidence of spot fires was present. The engine driven fuel pump was present in the debris field.

3.0 Engine Examination

The engine sustained impact damage and was destroyed, exposing the crankshaft and cam. All cylinders were present and accounted for.

4.0 Propeller Examination

Only one propeller blade was present and sustained thermal and impact damage.

5.0 Aircraft Information

Last Annual: 29NOV2022

Time Since New: 925.8

The airplane was equipped with TKS which provides anti-ice fluid to the leading edges of the horizontal stabilizer, the wing, and the propeller blade faces via the slinger ring. The airplane was equipped with an Avidyne MFD and PFD. May 19, 2022, an annual inspection logbook entry indicated that the pitot and TKS routing inspection was completed, and a subsequent entry indicated that the TKS filter was replaced. Said entry indicated that the airframe total time, engine time since new, and the propeller time since new was 810.7 hours.

Submitted by:

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Air Safety Investigator