

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA014

ACCIDENT SITE SUMMARY

Factual Report

Oct 18, 2023

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A. ACCIDENT

Location: Williams, AZ
Date: 10/17/2023
Time: 1219 MST
1919 UTC
Airplane: N6192J, PA-28-140

B. ACCIDENT SITE SUMMARY PARTICIPANTS

NTSB-IIC	Albert Nixon NTSB, AS-WPR Phoenix, Arizona
NTSB	Mitchell Rasmussen NTSB, AS-ANC Anchorage, Alaska
FAA Inspector	John Waugh FAA FSDO Las Vegas, Nevada
FAA Inspector	Carey Atnip FAA FSDO Las Vegas, Nevada
FAA Inspector	Rudy Cano FAA FSDO Las Vegas, Nevada
Piper Aircraft Inc. Air Safety Investigator	Kathryn Whitaker Piper Aircraft Inc. Phoenix, Arizona

C. SUMMARY

Examination of the airplane wreckage was conducted on October 18, 2023, at the accident site about ½ miles south of the H A Clark Memorial Field Airport (CMR), Williams, Arizona. No evidence of preimpact mechanical failures or malfunctions that would have precluded normal operation was noted during the examination of the airplane wreckage.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site Examination

Examination of the accident site revealed that the airplane impacted terrain, about 1/2 mile short of the runway 36 threshold at CMR, about 2,499 ft and 146° heading off the extended runway centerline. The terrain was flat, rocky, and heavily populated with sage brush, about 1 ft in height. The ground disturbance at the initial impact point was about 6 inches in width and about 1 ft length. Fragments of red lenses, consistent with the left-wing position light were located in the disturbance. A mark in the ground lead to another ground disturbance about 25 ft further. The second ground disturbance was about 6 ft in width, 10 ft in length, and 6 inches in depth. A couple of propeller strikes were observed in the ground. The first propeller strike was near the beginning of the disturbance, and the second propeller strike was about in the middle of the disturbance and indicated that the airplane had deviated slightly to the right. Several fragments of broken rocks were noted in the disturbance. The initial direction of the debris field was about 171°.

The wreckage site was located at an elevation of about 6,670 ft. The airplane came to rest inverted on a heading of about 129° magnetic and was about 90 ft from the initial point of impact. All major components of the airplane were contained within the main wreckage site. There was no post-crash fire.



Figure 1: Ground disturbance that leads to the main wreckage.



Figure 2: Airplane wreckage in the field.

2. Airframe Site Examination

Control continuity was unable to be established on site due to the impact damaged sustained and how the wreckage was situated.

The left wing was separated from the fuselage and located about 20 ft from the main wreckage. The left wing's lead edge and outboard portion sustained significant impact damage. Most of the left wing's outboard portion had separated from the left wing and it was bent about mid-span. The left wing tip had separated. The left wing showed more significant impact damage than the right wing. The right wing was attached to the fuselage and sustained impact damage to the outboard half. The right wing was facing north while the aft portion of the fuselage was facing the opposite direction. The right fuel tank was breached and the fuel leaking out was blue in color and no contaminants were observed. The leaking fuel tested negative for water contamination. The fuel caps were noted in their respective filler ports and could be rotated by hand. The fuel cap seals were intact and in good condition.

The left aileron and flap were attached. The left aileron was bent and crushed about mid span. The right aileron and flap were attached. The right aileron sustained impact damage. The flaps appeared to be in the retracted position.

The empennage remained attached to the fuselage attachment points. The vertical stabilizer and rudder were attached and relatively intact. The horizontal stabilizers outboard half sustained damage. The left horizontal stabilizer was bent downward

about the last ft outboard. The right horizontal stabilizer tip was partially attached. Both elevators remained attached to their attachment points. The trim screw displayed about 1.25 or 9 threads of extension from the barrel, correlating to a partial nose up trim.

The nose and forward half of the fuselage was twisted aft and laid on top of the right side of the main wreckage. The front portion of the cabin area was twisted open. The cabin door was found about xx ft from the main wreckage. The cabin door was found still attached to a section of fuselage and the handle was latched. The air conditioner condenser door was observed to be retracted.

The following instruments were observed. The engine rpm gauge indicated slightly over 2,300 rpm and the tachometer indicated 5284.72 hours. The ELT was ACK Technologies Inc., model E-04 ELT. The fuel tank gauge indicated about 3/4 full. The throttle and mixture levers were full forward. The carburetor heat was selected off. The primer was stowed and secured.

Miscellaneous personal items, including a pilot bag, backpack, and logbooks were estimated to weigh about 30.3 pounds. Additionally, about 7 quarts of oil (1.88 pounds a quart) were found which were estimated to weigh about 13.2 pounds.

3.0 Exterior Engine Site Examination



Figure 3: Engine facing downwards toward the ground.

The engine was located on the right side of the fuselage behind the cabin area pointing downward towards the ground. The engine was partially attached, and the two-bladed propeller was attached to the propeller crankshaft. The propeller crankshaft was bent to the left.

Submitted by:

Albert Nixon
Senior Aviation Accident Investigator