

# National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA057

## **ACCIDENT SITE SURVEY**

April 2, 2024

## TABLE OF CONTENTS

|                                       |   |
|---------------------------------------|---|
| A. ACCIDENT .....                     | 3 |
| B. ACCIDENT SITE SURVEY .....         | 3 |
| C. SUMMARY .....                      | 3 |
| D. DETAILS OF THE INVESTIGATION ..... | 4 |
| 1.0 ACCIDENT SITE .....               | 4 |

## **A. ACCIDENT**

Location: Independence, Oregon  
Date: December 16, 2023  
Time: 1654 PDT  
Airplane: Cessna 172G / N3992L

## **B. ACCIDENT SITE SURVEY**

IIC Fabian Salazar  
National Transportation Safety Board  
Federal Way, Washington

FAA Representative Keith Ruconich  
Federal Aviation Administration  
Portland, Oregon

Party Member Jennifer Barclay  
Textron Aviation  
Wichita, Kansas

Party Member Ryan Roth  
Textron Aviation  
Wichita, Kansas

## **C. SUMMARY**

On December 16, 2023, about 1654 Pacific standard time, a Cessna 172G airplane was substantially damaged when it was involved in an accident near Independence, Oregon. The pilot and two passengers were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

On December 17, 2023, the IIC and the two Party Members from Textron Aviation met with the representative of the FAA to begin the field investigation.

## D. DETAILS OF THE INVESTIGATION

### 1.0 Accident Site

The accident site was in a corner of an open field that bordered the airport's west boundary. The site was located at  $N44^{\circ} 51' 49.6''$   $W123^{\circ} 12' 02.2''$ . The airplane came to rest, inverted on a heading of  $160^{\circ}$  magnetic. The fuselage, from the fire wall aft to the mid-fuselage section just forward of the empennage was consumed by a postaccident fire. The engine separated from the airplane and was about 25 ft north of the fuselage. Shards of acrylic were strewn about the 20 ft debris area around the airplane.

The airplane was near a power line support pole (support pole) about 170 ft southeast of the main wreckage. The top of the support pole and about 4 ft down, fractured into several pieces and was strewn about the wreckage area. The next 12 ft of the support pole (middle section) fractured and fell on top of the underside of the right wing. White paint transfer was observed on this middle section. A dual-light beacon/lamp was attached to the top of the support pole and had fractured and fallen into the wreckage area. The section of support pole that remained installed into the ground was about 69 ft tall.



Figure 1. Image showing the last ADS-B point (triangle) open field, the support pole (rectangle) the runway and accident site (circle).



Figure 2. Image of the ADS-B flight track data and the runway centerline (dashed line). Arrow points to the direction of travel.



Figure 3. Support pole that was struck by the airplane.



Figure 4. Middle section of the support pole rests on the underside of the right wing.



Figure 5. Top and middle section of the support pole.



Figure 6. Top and middle section of the support pole showing white color transfer on the middle section.



Figure 7. The dual red-light beacon/lamp is on the left end of the support pole.

Submitted by:

Fabian Salazar  
IIC