



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

April 7, 2017

ACCIDENT SITE EXAMINATION SUMMARY

WPR17FA085

This document contains 5 embedded images.

A. ACCIDENT

Location: Harrisburg, OR
Date: April 7, 2017
Aircraft: Piper PA-46-310P, N123SB
NTSB Investigator-in-Charge: Maja Smith

B. SUMMARY

Examination of the accident site was conducted on April 7 and April 8, 2017. All major structural components of the airplane were located at the accident site. The wreckage was recovered to a secure location for further examination.

C. DETAILS OF THE INVESTIGATION

1.0 Accident Site Examination

Initial Impact: 44°17'40.63"N, 123°10'59.99"W– Elevation: 276 feet
Main Wreckage: 44°17'41.53"N, 123°10'59.95"W– Elevation: 276 feet

The accident site was located on the grass field near Harrisburg, Oregon. The nearest airport, and the intended destination was Mahlon Sweet Field Airport (EUG), Eugene, Oregon. EUG was located about 12 miles south from the accident site at about 188 degrees bearing from.



Image 1-Satellite View

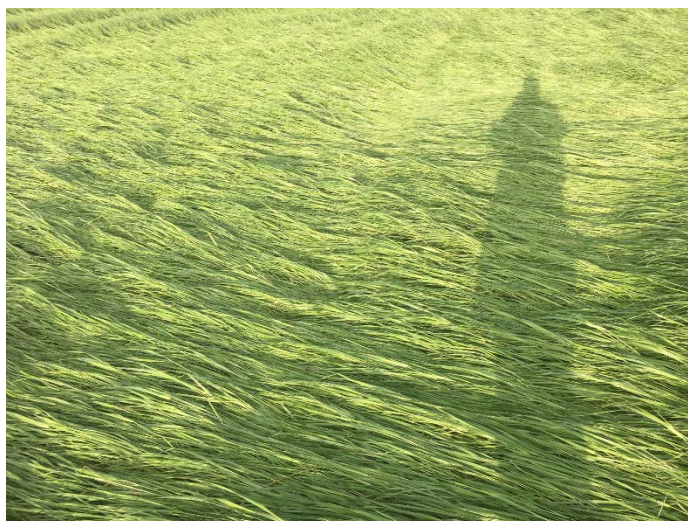


Image 2-View of disturbed grass area

Examination of the accident site revealed that the airplane impacted terrain in a level attitude and came to rest on a heading of about 001 degrees magnetic. The wreckage debris path was oriented on the same heading and was about 93 feet in length. The wreckage was oriented on a heading of about 010 degrees magnetic.



Image 3-First identified point of contact

The first identified point of contact (FIPC) was characterized by 22 feet by 35 feet area of disturbed soil that resembled a silhouette of an airplane. Such imprint indicated that the airplane most likely impacted the terrain in a level altitude. Visible evidence of a landing gear impact mark was present, as well as an outline of both wings and the fuselage. Both the left and right ailerons were separated from the fuselage and located within the area of FIPC. The left, right and nose landing gear were separated; both left and right landing gear were located resting adjacent to each other on their respective side of the fuselage, along the wreckage debris, about 75 feet from the FIPC.



Image 4-Wreckage

The wreckage was located about 93 feet from the FIPC. It consisted of an engine, fuselage, both wing, and an empennage. The wreckage exhibited significant impact damage along its fuselage, wings and the empennage. As a result of the impact, the cabin area was displaced, with significant compression of the fuselage structure into the area of the two front seats. The engine cowling was found open and crushed backwards toward the windshield. Both the forward and side windows were shattered.

The propeller was found attached to the engine. One blade was straight, the other one bent backwards about 90 degrees which is consistent with the blade impact to the ground. The engine was covered with the dirt and soil which is consistent with a forward motion of the airplane moving along the ground.



Image 5 – Instrument panel

The instrument panel exhibited impact damage with multiple instruments displaced from the panel. Flight instruments on the right side of the instrument panel were readable; the airspeed indicator indicated 100 knots, the altimeter indicated about 2,700 feet with a kollsman setting of 29.5 inches, the vertical speed indicator indicated about 2,200 feet per minute climb, the heading indicator indicated 312 degrees, and the inclinometer on a turn-and-slip indicator was on the right. Throttle, propeller and mixture levers were found in a full forward position.

It was determined that the pilot and all three passengers utilized lap belts only. Shoulder belts were available but not used.

Both wings remained partially attached to the fuselage at their roots. The left and right flaps remained attached to their respective wings. The empennage remained partially attached to the fuselage. The rudder and both horizontal stabilizer remained attached to the empennage.

A 140 feet by 150 feet area of disturbed grass was located south of the FPIC. A center mass was about 250 feet from the FPIC. Within the area, the grass was lying flat on a ground oriented in a northerly direction. The grass outside that area was standing straight up.

All major structural components of the airplane were located within the wreckage debris path.

The wreckage was recovered to a secure location for further examination.