



# Aviation Investigation Final Report

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<b>Location:</b>	Rogers, Arkansas	<b>Accident Number:</b>	CEN20LA430
<b>Date &amp; Time:</b>	September 25, 2020, 17:30 Local	<b>Registration:</b>	N920X
<b>Aircraft:</b>	Piper PA46R-350T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

The pilot reported that while practicing slow flight and approach-to-stall maneuvers at 5,500 ft msl with the landing gear and flaps fully extended, the stall warning horn sounded, and the airplane began buffeting. The pilot advanced the throttle and lowered the nose of the airplane to recover from the maneuver, when the right wing dropped, the airplane rolled over inverted, and subsequently entered a right spiral dive. The pilot reported that after 5 to 7 turns he regained control of the airplane leveling at 500 to 700 ft agl. The pilot returned to the airport and landed without further incident. Postaccident examination revealed the airplane sustained substantial damage to the fuselage above the left wing's trailing edge, below and forward of the empennage, above the right horizontal stabilizer, and at the tail cone below the right and left horizontal stabilizers. The pilot reported there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's inadvertent loss of aircraft control, resulting in substantial damage to the airframe during the spin recovery.

## Findings

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Personnel issues

Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Maneuvering</b>	Loss of control in flight (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 15, 2020
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 868 hours (Total, all aircraft), 855 hours (Total, this make and model), 710 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N920X
<b>Model/Series:</b>	PA46R-350T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2014	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4692206
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	January 30, 2020 Annual	<b>Certified Max Gross Wt.:</b>	4358 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Turbo shaft
<b>Airframe Total Time:</b>	815.9 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	T10-540-AE2A
<b>Registered Owner:</b>	Coadmere INC	<b>Rated Power:</b>	350 Horsepower
<b>Operator:</b>	Coadmere INC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	TOG	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	17:00 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	18 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	15.6°C / 7.2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Rogers, AR (ROG)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Rogers, AR (ROG)	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	17:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Rogers Executive Airport - Carter Field ROG	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1359 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	36.372417,-94.106972(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	Nathan Bradshaw; FAA Flight Standards District Office; Little Rock, AR
<b>Original Publish Date:</b>	September 22, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=102071">https://data.nts.gov/Docket?ProjectID=102071</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).