



Aviation Investigation Preliminary Report

Location:	Ashland, OR	Accident Number:	WPR23LA150
Date & Time:	April 7, 2023, 16:55 Local	Registration:	N6924G
Aircraft:	COMPAGNIE DAHER TBM 700	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

On April 7, 2023, about 1655 Pacific daylight time, a Compagnie Daher TBM 700 airplane (marketed as a TBM 940), N6924G, was substantially damaged when it was involved in an accident near Ashland Municipal Airport-Sumner Parker Field (S03), Ashland, OR. The pilot and pilot rated passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported he was 2.5 hours into a flight review in the accident airplane. The instructor gave the pilot a flight scenario that included a weather diversion to Ashland, Oregon. As the airplane approached the airport, the pilot established that the winds favored Runway 30. The pilot lowered the landing gear and extended his downwind leg in the pattern to assure a stabilized approach. He confirmed that the landing gear was down, full flaps were extended, and his approach speed was between 80 to 95 knots, with an engine torque greater than 10%.

The pilot reported that the final approach leg was uneventful. After he crossed the pavement of Runway 30, the instructor announced to the pilot that there was a simulated obstruction on the runway and that he should perform a go-around.

The pilot advanced engine power to 70% torque and established the airplane in a level flight attitude. He expected to see an increase in airspeed; however, almost immediately the airplane yawed to the left of the runway centerline. He depressed the right rudder but was unable to correct the movement.

The airplane continued to lose altitude and impacted the left side of the runway in a level attitude and came to rest after it encountered bushes and small trees near the edge of a creek. The pilot side door was obstructed by sizable tree branches and the two pilots exited the passenger door. A small fire ensued eventually engulfing much of the airplane.

From the moment that the pilot increased power to terrain impact was approximately 3 to 5 seconds.

The pilot had accumulated about 2,650 hours as PIC, with 1400 hours in a TBM. He reported he had performed a go-around many times with and without instructors. There was never a stall warning indicator or any indication of impending loss of control.

Aircraft and Owner/Operator Information

Aircraft Make:	COMPAGNIE DAHER	Registration:	N6924G
Model/Series:	TBM 700	Aircraft Category:	Airplane
Amateur Built:			
Operator:	BLUM FAMILY DYNASTY INC	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:	KMFR,1313 ft msl	Observation Time:	16:53 Local
Distance from Accident Site:	15 Nautical Miles	Temperature/Dew Point:	13°C /4°C
Lowest Cloud Condition:		Wind Speed/Gusts, Direction:	9 knots / , 250°
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility:	10 miles
Altimeter Setting:	29.91 inches Hg	Type of Flight Plan Filed:	
Departure Point:	Crater Lake/Klamath Regional Airport, OR (KLMT)	Destination:	Rogue Valley International - Medford Airport, OR (KMFR)

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.190278,-122.66063

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Paul M. Kirschel; Federal Aviation Administration; Portland, OR
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.