Aviation Investigation Preliminary Report

Location:	Anderson, IN	**Accident Number:**	CEN24FA340
Date & Time:	September 6, 2024, 09:48 Local	**Registration:**	N629AG
Aircraft:	PIPER AIRCRAFT INC PA 46-350P	**Injuries:**	4 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

On September 6, 2024, about 0948 eastern daylight time, a Piper PA-46-350P airplane, N629AG, was destroyed when it was involved in an accident near Anderson, Indiana. The pilot, two pilot-rated passengers, and one passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

Automatic Dependent Surveillance – Broadcast data revealed that the flight departed Fort Dodge Regional Airport (FOD), Fort Dodge, Iowa, at 0647 central daylight time. The airplane proceeded on an east-southeast course toward Anderson Municipal Airport-Darlington Field (AID), Anderson, Indiana, and climbed to flight level (FL) 210, which corresponded to a pressure altitude of 21,000 ft. About 0921, the pilot initiated a descent from FL210. About 0943, the Indianapolis approach controller instructed the pilot to descend to 3,000 ft msl and advised him to expect a visual approach to runway 12. The flight was about 13 miles west-northwest of AID at 7,000 ft msl at that time. About 3 minutes later, the pilot informed the controller that the airport was in sight, and the controller cleared the pilot for a visual approach. At that time, the flight was about 4 miles west-northwest of AID about 3,600 ft msl.

About 0947:16, when the flight was 0.9 miles west of the runway and about 1,985 ft msl, the pilot informed the controller he needed to go around. The controller subsequently cancelled the approach clearance and instructed the pilot to turn right to a heading of 180° and climb to 3,000 ft msl. The airplane continued toward the airport, and at 0947:38, crossed the runway 12 threshold about 1,610 ft msl [730 ft above ground level (agl)]. The airplane flight track drifted slightly north-northeast of the runway centerline. About 0948:30, the airplane appeared to start a gradual right turn. At that time, the airplane was about 0.60 miles southeast of the departure end of runway 12 at an altitude of about 2,060 ft msl. The final ADS-B data point was recorded at 0948:55 with an associated altitude of 2,185 ft msl (1,349 feet agl).

A witness, located about one-quarter mile from the accident site, observed the airplane come up above a tree line in a climb. Shortly afterward, the airplane stopped climbing “all of a sudden”, rolled to the right, and entered a descent. The engine was loud and sounded like it was “really revving;” adding that it seemed to be wide open.

A second witness, located about one-eight mile from the accident site, reported hearing the airplane engine “revved up”, decreased, and then “revved up” again, before it cutout. He did not hear the sound of the impact with the ground.

Figure 1 – Final Segment of Airplane Flight Path

The accident site was located in a corn field about 1 mile southeast of the departure end of runway 12 at an elevation of 923 ft. This was about 547 ft southwest from the final ADS-B data point. The airplane came to rest upright on a northeast heading. The debris area extended about 50 ft southwest from the initial impact. The airframe was fragmented, and portions were consumed by a postimpact fire. The engine and forward fuselage were located adjacent to a 4 -foot diameter impact crater. All three propeller blades were separated at the blade roots and positioned near the crater. The cockpit area was located about 12 feet from the forward

fuselage. The wings and center fuselage were positioned about 15 feet from the cockpit debris. The aft fuselage and empennage were located in position adjacent to the wings. Both main landing gear struts were in the extended position; the nose landing gear was separated.

Figure 2 – Airplane Wreckage at Accident Site

Major airframe structural components were located at the accident site. Portions of the airframe were consumed by the postimpact fire. Each flight control surface, including both wing flaps, either remained attached to the airframe or was separated and located within the debris path. The wing flap actuator was not observed and the flap position at the time of the accident could not be determined. However, based on the examination of the available wreckage, no evidence of an inflight structural failure was observed. The airplane was retained by the NTSB for further examination.

The airplane was equipped with a Garmin G1000 system. However, a flight data card was not located at the accident site, nor is it known if a data card was installed. Additionally, a damaged Appareo Stratus 2S unit was recovered and sent to the NTSB recorder lab for evaluation.

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER AIRCRAFT INC	**Registration:**	N629AG
Model/Series:	PA 46-350P	**Aircraft Category:**	Airplane
Amateur Built:			
Operator:	OKOBOJI AIR LLC	**Operating Certificate(s) Held:**	None
Operator Designator Code:	N/A		

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	**Condition of Light:**	Day
Observation Facility, Elevation:	KAID,919 ft msl	**Observation Time:**	09:59 Local
Distance from Accident Site:	1.6 Nautical Miles	**Temperature/Dew Point:**	21°C /18°C
Lowest Cloud Condition:		**Wind Speed/Gusts, Direction:**	0 knots / 0 knots, 0°
Lowest Ceiling:	Broken / 6000 ft AGL	**Visibility:**	10 miles
Altimeter Setting:	30.04 inches Hg	**Type of Flight Plan Filed:**	IFR
Departure Point:	Fort Dodge, IA (KFOD)	**Destination:**	Anderson, IN (AID)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Destroyed
Passenger Injuries:	3 Fatal	**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	4 Fatal	**Latitude, Longitude:**	40.094,-85.586 (est)

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Paula Behrend; FAA Flight Standards; Indianapolis, IN Sean Holloway; Piper Aircraft; Vero Beach, FL
Investigation Class:	Class 3
Note:	