



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Summersville, MO	Accident Number:	CEN19FA093
Date & Time:	03/05/2019, 2204 CST	Registration:	N7369W
Aircraft:	PIPER PA28	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

On March 5, 2019, about 2204 central standard time, a Piper PA 28-180 airplane, N7369W, was substantially damaged when it impacted trees and terrain 4 miles northwest of Summersville, Missouri. The pilot was fatally injured. The airplane was owned and piloted by private individuals and operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 without a flight plan. Dark night visual meteorological conditions prevailed at the time of the accident. The cross-country flight departed New River Valley Airport (PSK), Dublin, Virginia, at an unknown time and was en route to Downtown Airport (3DW), Springfield, Missouri.

According to the owner of the airplane, the pilot traveled to Virginia on commercial airline flights the morning of the accident to fly the airplane back to 3DW. A receipt found by investigators indicated that the pilot stopped at London-Corbin Airport Magee Field (LOZ) and purchased 26 gallons on fuel at a self-service pump. He departed about 1800.

The pilot of the airplane did not receive services, nor was he required to receive, services from air traffic control. A preliminary review of radar data illustrated the flight west-bound at an altitude of 5,000 ft msl. The airplane initiated a turn back towards the east before the radar track was lost. The wreckage was located the next morning by the driver of a vehicle on a nearby road.

The accident site was characterized by deciduous walnut trees and hilly terrain vegetated in short grass. The wreckage came to rest on a measured heading of 99° at an elevation of about 1,330 ft.

The initial impact point was located at the top of a 45 ft tree, characterized by broken branches. The main wreckage came to rest about 76 ft east of the initial impact point. A section of the right wing, broken branches, and paint chips were scattered on the ground between the initial impact point and a second tree. The second tree was about 45 ft high and exhibited broken branches near the top of the tree and witness marks consistent with impact with the airplane. Additional branches, plexiglass, paint chips, torn metal from the wing, torn fiberglass, the baggage door, and a fragmented red lens cover were scattered over 45 ft between the second tree and the main wreckage.

The main wreckage included the fuselage, empennage, left wing, and engine and propeller assembly. The right wing came to rest about 14 ft north of the main wreckage.

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7369W
Model/Series:	PA28 180	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	KUNO, 1228 ft msl	Observation Time:	2153 CST
Distance from Accident Site:	40 Nautical Miles	Temperature/Dew Point:	-6° C / -12° C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	5 knots / , 310°
Lowest Ceiling:	None	Visibility:	10 Miles
Altimeter Setting:	30.43 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Dublin, VA (PSK)	Destination:	Springfield, MO (3DW)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	37.179167, -91.661944 (est)

Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi
Additional Participating Persons:	Louie Bettis; FAA St. Louis FSDO; St. Ann, MO Kathryn Whitaker; Piper Aircraft; Vero Beach, FL Mike Childers; Lycoming Engines; Williamsport, PA
Note:	The NTSB traveled to the scene of this accident.