



Aviation Investigation Preliminary Report

Location:	Pierre, SD	Accident Number:	CEN24LA020
Date & Time:	October 23, 2023, 16:11 Local	Registration:	N92884
Aircraft:	Piper PA 46-350P	Injuries:	1 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

On October 23, 2023, at 1611 central daylight time, a Piper PA-46-350P airplane, N92884, sustained substantial damage when it was involved in an accident near Pierre, South Dakota. The pilot sustained serious injuries, and the passenger sustained fatal injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, before takeoff from the Pierre Regional Airport (PIR), Pierre, South Dakota, the airplane was fueled with 10 gallons of fuel for a total of 100 gallons on board for the planned flight to Steamboat Springs, Colorado. The pilot reported no anomalies were noted during the engine start, takeoff, and initial climb. About 10,000 ft mean sea level (msl), air traffic control cleared the pilot to flight level 220. While climbing through 11,000 ft msl, the engine “abruptly stopped; rolled back.” The pilot noted no cockpit warning or abnormal indications before the loss of engine power. The pilot declared an emergency and then executed a 180° turn back to PIR.

During the emergency descent, the pilot attempted to restart the engine, but the restart was unsuccessful, and he feathered the propeller. At some point during the descent, the airplane also lost electrical power. Unable to make PIR, the pilot attempted a forced landing to bluffs and rolling terrain (see Figure 1).



Figure 1. Airplane as it came to rest in the rolling terrain.

The airplane came to rest upright and sustained substantial damage to the fuselage and both wings.

After the accident, the pilot observed the passenger, who was seated in a rear forward-facing seat, was barely conscious. After checking the passenger's vital signs, the pilot performed cardiopulmonary resuscitation until first responders arrived on-scene.

Postaccident examination of the airplane at the accident site revealed no external anomalies or malfunctions, and the airplane was retained for further examination. In 2003, the original reciprocating engine was removed, and a Pratt and Whitney Canada PT6A-35 turboprop engine was installed per a Jetprop, LLC, supplemental type certificate.

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N92884
Model/Series:	PA 46-350P	Aircraft Category:	Airplane
Amateur Built:			
Operator:	On file	Operating Certificate(s) Held:	None
Operator Designator Code:			

Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	Condition of Light:	Day
Observation Facility, Elevation:		Observation Time:	16:11 Local
Distance from Accident Site:		Temperature/Dew Point:	
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	9 knots / , 10°
Lowest Ceiling:	None	Visibility:	10 miles
Altimeter Setting:		Type of Flight Plan Filed:	IFR
Departure Point:	Pierre, SD	Destination:	Steamboat Springs, CO (SBS)

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Serious	Latitude, Longitude:	44.398414,-100.37172 (est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Dwight Pladsen; FAA; Rapid City, SD Jon Hirsch; Piper Aircraft, Inc; Vero Beach, FL
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.