



# Aviation Investigation Preliminary Report

<b>Location:</b>	Warren, OH	<b>Accident Number:</b>	ERA25FA246
<b>Date &amp; Time:</b>	June 29, 2025, 06:54 Local	<b>Registration:</b>	N441LS
<b>Aircraft:</b>	Cessna 441	<b>Injuries:</b>	6 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

On June 29, 2025, about 0654 eastern daylight time, a Cessna 441, N441LS, was destroyed when it was involved in an accident near Warren, Ohio. The airline transport pilot and five passengers were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* personal flight.

According to the Federal Aviation Administration (FAA) Chronological Summary of Flight Communications, the pilot contacted local control (LC), which was combined with ground control and the pilot was issued an instrument flight rules clearance from Youngstown/Warren Regional Airport (YNG), Youngstown/Warren, Ohio, to Bozeman Yellowstone International Airport (BZN), Bozeman, Montana, which was correctly read back. The flight was issued taxi instructions to runway 32 and about 0651, the local controller issued a takeoff clearance from runway 32, including departure instructions to turn left direct to the destination and gave the wind as from 090° at 4 knots.

Video with sound from the “Terminal Ramp” security camera at YNG captured an increase in sound from the accident airplane about 0652, while video without sound from the military side of YNG captured the airplane rotating just prior to taxiway C, with the estimated point of rotation approximately 4,400 to 4,500 feet down the 9,003-foot runway. The aircraft then climbed to an estimated altitude of about 100 feet above ground level before leveling off and continuing along the runway heading at a consistent altitude until it was no longer visible on camera.

According to Federal Aviation Administration (FAA) Automatic Dependent Surveillance – Broadcast (ADS-B) data, targets were noted during almost the entire takeoff roll and continued to very close proximity to the first identified broken tree limb on the ground associated with the impact sequence. A review of reported barometric altitude data while airborne compared to while on the runway revealed only about 100 ft of altitude gain during the entire flight.

Security camera video from a farm located .40 nm nearly due east from the accident site depicted the airplane emerging from behind trees flying at a low altitude in a westerly direction in a nearly nose-level and wings level attitude. The video with sound depicted the airplane flying for about 7 seconds before going out of view behind trees.

Witnesses who were located about 1.5 nm northwest from the accident site reported hearing the sound of an airplane initiating its takeoff roll. They then heard a noticeable pitch change in the engine sound. They reported that the airplane never appeared above the tree line and that the engine was "roaring." Moments later, they heard the sound of trees breaking, followed by a loud explosion, and observed smoke rising from the area where the airplane had gone down. Video from the military side of YNG also captured smoke from the postcrash fire.

The airplane impacted trees in a heavily-wooded area which separated a major portion of the left wing. The wreckage, consisting of the fuselage, inboard section of left wing, right wing, aft empennage with horizontal and vertical stabilizers, came to rest inverted. The cockpit, cabin, right wing, and separated section of the left wing were heavily damaged by the postcrash fire.

The Enhanced Ground Proximity Warning System (EGPWS) was retained for readout by the manufacturer, while the throttle quadrant, annunciator panel, and inboard section of the right elevator torque tube were retained for examination by the NTSB Materials Laboratory. Both engines, and propellers were also retained for further examination at each manufacturer's facility with NTSB oversight.

### **Aircraft and Owner/Operator Information**

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N441LS
<b>Model/Series:</b>	441 No Series Exists	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>			
<b>Operator:</b>	MEANDER AIR LLC	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Designator Code:</b>			

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	VMC	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KYNG,1186 ft msl	<b>Observation Time:</b>	06:51 Local
<b>Distance from Accident Site:</b>	2 Nautical Miles	<b>Temperature/Dew Point:</b>	18°C /17°C
<b>Lowest Cloud Condition:</b>	Few / 4800 ft AGL	<b>Wind Speed/Gusts, Direction:</b>	4 knots / None, 80°
<b>Lowest Ceiling:</b>		<b>Visibility:</b>	10 miles
<b>Altimeter Setting:</b>	30.09 inches Hg	<b>Type of Flight Plan Filed:</b>	IFR
<b>Departure Point:</b>	Warren, OH	<b>Destination:</b>	Bozeman, MT (BZN)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	5 Fatal	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	6 Fatal	<b>Latitude, Longitude:</b>	41.269378,-80.716182

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Monville, Timothy
<b>Additional Participating Persons:</b>	Donald E. Reid, Jr.; FAA/FSDO; Cleveland, OH Ryan Roth; Textron Aviation; Wichita, KS Allison Kaplan; Honeywell; Phoenix, AZ
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	