



Tailwheel Examination Summary

NTSB ACCIDENT NUMBER: ANC20LA100

AIRCRAFT REGISTRATION/AIRCRAFT TYPE: N926LL, Cessna 180H

ACCIDENT LOCATION: Tok, Alaska

HISTORY OF FLIGHT

On September 30, 2020, about 1940 Alaska daylight time, a Cessna 180H airplane, sustained substantial damage when it was involved in an accident at Tok Junction, Alaska. The commercial pilot was not injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

According to the pilot, she was landing her tailwheel-equipped airplane on an asphalt surfaced runway. After a normal touchdown in the three-point attitude, the airplane drifted to the left and right of the runway centerline but was corrected each time with the light application of the appropriate rudder pedal. Subsequently the airplane veered abruptly to the right, in an effort to correct for the veer left rudder pedal was applied to no avail. The airplane exited the runway and the left main gear separated from the gear box resulting in substantial damage to the fuselage.

ANC20LA100 N926LL Cessna 180H



Photo 1 - Accident airplane at accident site.

General Information

- Airframe Total Time: 5471.1 @ Last Inspection 8/28/2020
- Model: Continental O-470-R
- Serial Number: 211276-71R
- 230HP
- Engine Time Since Overhaul: 61.2

Tailwheel

- Scott 3425-1
- Serial No 3439

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Photo 2 - Accident airplane's tailwheel.

Tailwheel Maintenance History

- 9-29-2020 Tach 5467.7 Logbook entry revealed the tailwheel bearings were replaced and the tailwheel was repaired.

Section 3A: Engine Service and Maintenance Log						
DATE / /	TIME RUN		TIME SINCE OVERHAUL		CYCLES	
	HOURS	min	HOURS	min	Sub Total	TOTAL
BROUGHT FORWARD →						
9-29-2020						

INSTALLATIONS, INSPECTIONS

TACH! 5467.7

REMOVED EDO 2 & 70 FLOATS, REINSTALLED LANDINGS GEAR, SERVICE BRAKES WITH MIL 5606 HYD. PLUID, REPAIR WHEEL BEARINGS REPLACE TAIL WHEEL BEARINGS, REPAIRED TAIL WHEEL AS NEEDED, INSTALLED NEW AXLE BOLT.

Photo 3 - Logbook entry

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Tailwheel Summary:

A post-accident examination revealed that the tailwheel rotated freely to the right but was very stiff and difficult to rotate to the left. Disassembly of the tailwheel revealed that the steering arm - bent inside radius (item #13 in photo 4 below) was heavily scored and worn. The compression spring (item #19 in photo 4 below), had sharp edges on the ends of the spring and the spacer (item #20 or #21 in photo 4 below) was not present allowing for excessive movement of the spring in its assembly.

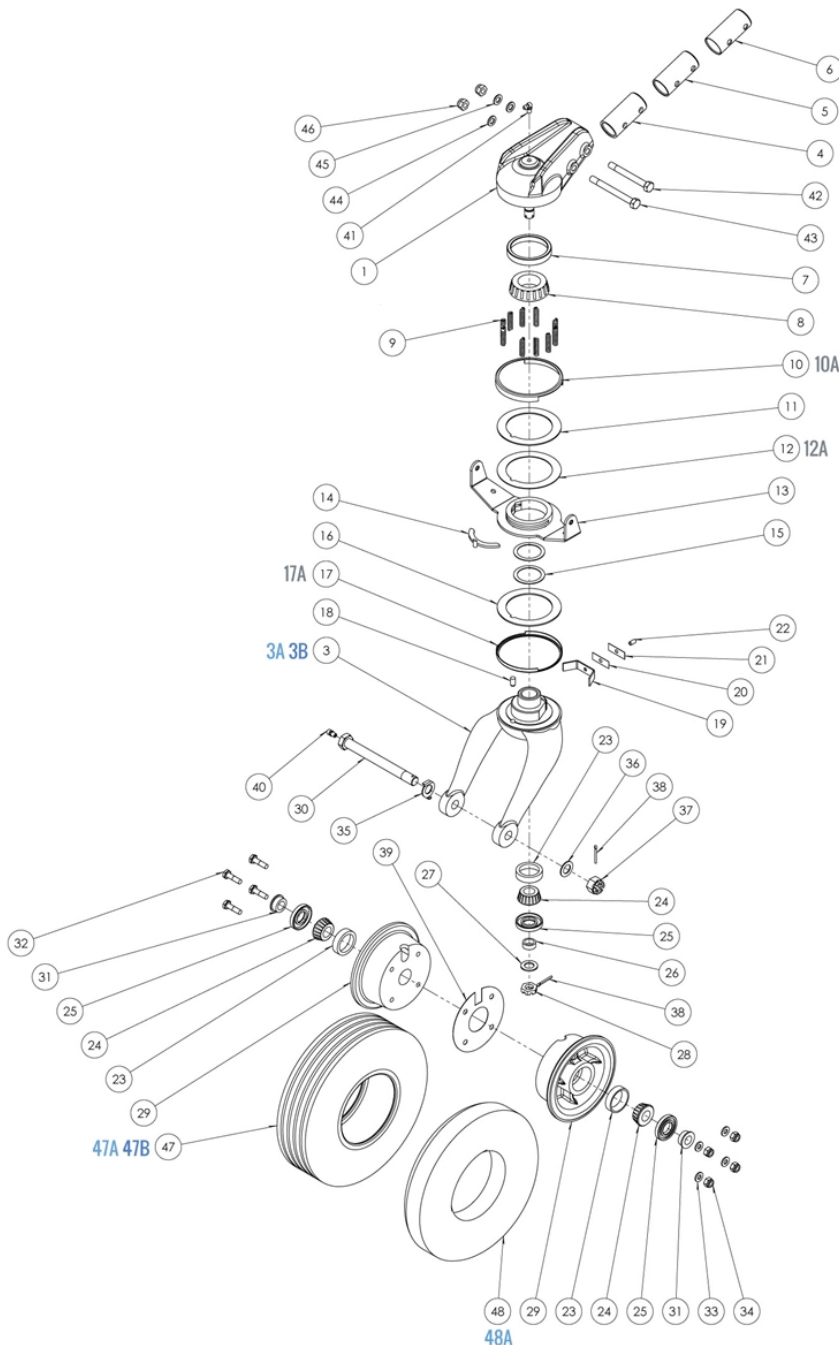


Photo 4 - Scott 3400 series tailwheel parts illustration.

Tailwheel Steering Arm



Photo 5 - Tailwheel steering arm's scored and damaged inside radius.



Photo 6 - Tailwheel steering arm's scored and damaged inside radius.

Compression Spring



Photo 7 - Compression spring in its respective attach point. Note, no spacer present.



Photo 8 - Compression spring's sharp and damaged spring end.