



Beechcraft

BY TEXTRON AVIATION

Air Safety Investigations Aircraft Incident/Accident Technical Report

Aircraft Incident/ Accident Information	Year: 1983	Make: Cessna	Model: 172P
	Serial number: 17275822		Registration: N65698
Location: Eagle River, AK		Date: 07-26-21	Time: 1320 ADT
Aircraft Owner		Aircraft Operator	
Angel Aviation Inc [REDACTED] Peoria, AZ 85381-4313		Dakota Chandler Bauder Anchorage, AK	
Report Information			
Air Safety Investigator: Jennifer D. Barclay		Report #: ASI-21-CB-T	Report date: 01-31-22

Airframe

Impact Sequence and Airframe Structure

The aircraft impacted terrain in a left-wing and nose-low flight attitude and came to rest inverted. The empennage separated from the fuselage at approximately Fuselage Station (FS) 108. The nose landing gear was forced aft and the lower fuselage exhibited fore-aft crush damage from the firewall to approximately FS 30. The left wing sustained leading edge impact compression damage approximately one foot inboard of the strut. The outboard left wing tip area was bent upwards with slight aft twisting.



NTSB Photograph

Airframe Systems

Flight Control System Information		
Control lock: Undetermined		
Flight Control Cable Continuity		
Ailerons: Established	Elevators: Established	Rudder: Established
Aileron tab: Not applicable	Elevator tab: Established	Rudder tab: Not applicable
Flap and Trim Positions		
Flap indicator: 0°	Flap handle: Up	Flap actuator: 0.25" = 0°
Elevator trim:	Indicator: Unknown due to damage	Actuator: 1.56" = between 10-15° tab Up

Remarks:

Control cable continuity was established from each flight control surface to the cockpit. The cables were accessed in the cockpit from an inspection panel on the lower fuselage.

Airframe Fuel System Condition, Controls, and Read Outs		
Fuel strainer screen: Clean	Fuel strainer bowl: See below	
Main fuel tank gauge:	Left: 0	Right: 0
Fuel selector handle: Both	Fuel selector valve: Undetermined	Fuel boost pump: Not applicable

Remarks:

A small amount of fuel was drained from the line leading from the firewall into the carburetor. The fuel smelled like 100LL and tested negative for water using Sar-Gel. The left wing fuel tank was breached. The NTSB reported a fuel smell at the accident site.

Landing Gear System Condition and Controls			
Gear position:	Nose: Fixed	Left: Fixed	Right: Fixed
Actuator position:	Nose: Not applicable	Left: Not applicable	Right: Not applicable
Landing gear selector: Not applicable			
Environmental System Controls and Read Outs			
Cabin heater: Off	Cabin vent: Undt	Defrost: Undt	
Air conditioner: Not applicable	Oxygen system: Not applicable	Oxygen quantity: Not applicable	
Icing System Information and Switches			
Certified into known icing? No		De-icing boots installed? No	
Pitot heat: Off		Stall heat: Not applicable	
Anti-ice:	Surface: Not applicable	Propeller: Not applicable	Windshield: Not applicable
ELT Information			
Installed? Yes	Manufacturer: Undetermined	Model: Undetermined	Type: Undetermined
Serial number: Undt	Battery due date: Undetermined	Armed: No	Activated: No

Remarks:

None.

Cabin and Equipment/Furnishings

Restraint System Information						
Seat	Occupied	Restraint type	Restraint used	Condition	Manufacturer	2nd seat stop
1	Yes	3-Point	Yes	Cut	Cessna	Yes
2	Yes	3-Point	Yes	Cut	Cessna	No
3	No	2-Point	N/A	Intact	Cessna	Not applicable
4	No	2-Point	N/A	Intact	Cessna	Not applicable

Seat Condition Information					
Seat	Orientation	Feet intact	Back intact	Base intact	Rail intact
1	Forward facing	Yes	No	Yes	Yes
2	Forward facing	Yes	No	Yes	Yes
3	Forward facing	Yes	Yes	Yes	Not applicable
4	Forward facing	Yes	Yes	Yes	Not applicable

Remarks:

None.

Instrument Panel

Navigation Instruments							
Analog primary instruments				Autopilot type: None			
Suction gage: 0		Magnetic compass: Undt			Clock: Digital		
	Left side				Left side		
Airspeed:	0		Turn coordinator (airplane):	Right wing low			
Attitude (pitch):	Nose down		Turn coordinator (ball):	Right			
Attitude (roll):	60° Right		Heading indicator:	Undt			
Altimeter:	6,570'		Heading "bug":	Undt			
Altimeter setting:	29.94		Vertical speed indicator:	500 fpm Up			
Communication and Navigation Radios							
Radio	Control	Active frequency	Stand-by frequency	Radio	Control	Active frequency	Stand-by frequency
Com 1:	Digital	Digital	Digital	Com 2:	Digital	Digital	Digital
Nav 1:	Digital	Digital	Digital	Nav 2:	Digital	Digital	Digital
Obs 1:	0°			Obs 2:	100°		
Transponder:	Mode: Digital		Active code: Digital		Stand-by code: Digital		
Electrical Switch Positions							
Master battery: On		Master alternator: On			Avionics 1: Off		
Lighting Switch Positions							
Navigation: On		Rotating Beacon: On			Landing: Off		
Taxi: On		Strobe: On			Instrument: Undetermined		
Ignition Switch Position							
Key: Both							

Remarks:

None.

Powerplant Description

Engine Instruments					
Hour meter:	See below	Tach RPM:	0	Tach hours:	4,362.0
Oil press:	0	Oil temp:	0	EGT:	N/A
Fuel press:	N/A	Fuel flow:	N/A	Ammeter:	0
Engine Control Positions					
	Cockpit	Engine		Cockpit	Engine
Throttle:	Full	Full	Cowl flaps:	N/A	N/A
Mixture:	Rich	Rich	Carburetor heat:	Off	Undt
Propeller:	N/A	N/A	Primer:	Closed & locked	
Engine Condition					
Engine attached to airframe:			Yes		
Propeller attached to engine:			Yes		
Engine compression:			Undetermined		
Valve train continuity:			Yes		
Vacuum pump drive shaft:			Undetermined		
Engine Fuel System Condition					
Fuel pump drive shaft:			Not applicable		
Carburetor inlet screen:			Undetermined		
Fuel distribution valve screen:			Not applicable		
Fuel injectors:			Not applicable		
Magnetos Condition					
Left magneto attached:			Yes		
Right magneto attached:			Yes		
Left magneto spark:			Undetermined		
Right magneto spark:			Undetermined		
Spark Plug Condition (per Champion Check-A-Plug Card)					
	1	2	3	4	
Top	Not examined	Not examined	Not examined	Not examined	
Bottom	Not examined	Not examined	Not examined	Not examined	

Remarks:

Two Hobbs hour meters were observed in the aircraft; one indicated 698.9 hours while the other indicated 2,285.7 hours.

Propeller

The propeller remained attached to the engine. Both blades exhibited significant gouges along the length of the leading edge. One blade was relatively straight with a 1" tip separation. The other blade was bent forward at midspan and the outer 1/3 of the blade was fracture separated. The spinner was crushed aft over the hub.



Propeller, ASI-21-CB-058

Research & Testing

None.