

RECORD OF ☒ VISIT ☒ CONFERENCE OR ☐ TELEPHONE CALL		TIME	DATE 20210813 to 20210914
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Consolidated notes regarding the condition of the aircraft, N3467Y as found on 20210813 post accident, and through further investigation/photos/videos until 20210914.			
SUBJECT N3467Y, Cessna 180H, Ser No. 18051967, condition notes			
DIGEST			
Called out to accident at Soldotna Airport on 13 Aug 2021. Arrived after aircraft had been moved, as it was found on a ramp at the East end of the airport on a trailer. Photographed aircraft and noted that there was damage to the wings, prop, and fuselage of the aircraft, and the left main gear had been separated from the aircraft, apparently by force, since the gear box appeared to have been torn or broken away. Other indications on this gear leg showed that the wheel axle bolts holding the top portion were elongated. They appeared to have been stretched and pulled away from the gear leg, leaving significant gaps between the bolt head and the leg, and also the leg and the axle assembly. N3467Y had an Annual Inspection on 07 Jul 2021, and both left and right gear springs, wheels, bearings, axles, and brakes had been inspected and serviced. Other items noted in EDRS (an FAA maintenance records database) showed previous work had been done in 1995 replacing both left and right outter gear forgings. Brakes and wheels were changed to Cleveland Wheels and Brakes with 850X10 tires in 1994. And, following damage to the 'landing gear box assy., door post assys., wing struts and attached parts', a number of parts were replaced in 1970. The pilot statement indicated the aircraft had 17 successful three point landings earlier in the month. And, based on the pilot and student pilot statements, the aircraft had completed 3 wheel landings in Ninilchik on the day of the accident, then another 11 or 12 the same day in Soldotna, where the gravel runway and normal runway were closed for construction and the taxiway was set up for a 'runway' to use in the meantime. They were landing onto 'runway' 25, from the East. Based on the pilot's statement, they landed, two wheels touched aligned with center, he thought he heard a noise, the student pilot added full power for go-around and the aircraft pulled left, he felt as if the student pilot added full right rudder without toe brake, and he felt a left list at that time. [Continued next page]			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Conclusion on the condition of the aircraft is the last paragraph of the second page, which includes my opinion on the matter.			
DATE 20230601	TITLE Aviation Safety Inspector	SIGNATURE Frederick Gordon Adams  Digitally signed by Frederick Gordon Adams Date: 2023.06.01 13:19:32 -08'00'	

[Continued...]

Also from the pilot's statement, he took control, confirming the right rudder had been applied but plane not responding. He recalled hearing the student pilot saying something like, "we've lost the left gear." He recalled being in the grass 'using aileron deflection, full right rudder, bursts of power and right brake inputs to fly or steer the aircraft back onto the runway'. He recalled reductions in power exacerbating the pull to the left. He recalled 'bouncing, rolling, and bumping through the grass hoping, but not knowing, whether or not, the plane was flying'. He recalled yellow sandbags blocking their path to a perpendicular taxiway. He remembered hitting an object and coming to an abrupt stop. He realized later the object they hit was a taxiway sign.

Transcribed notes from conversation with the student pilot, 'On the last touch and go, came down stable, touchdown centered, no wind, wheels hitting, applying full right rudder and full power after 100 to 200 ft for go around, not letting off. I think we lost the gear. Dipped down on the left side. [The pilot] took over the controls, hit light and sign, back off pavement and came to a stop. We extracted ourselves.'

Other witnesses stated that the aircraft was bouncing down the runway on landing and took out taxiway lights. Based on conversation and a statement from one witness, the right wingtip dragged on the ground, aircraft veering left, the left gear took out the taxi signs on the taxiway. Based on notes from another witness conversation, the right wing was dragging for 200 to 300 ft, heading toward construction, straightening out, then hit the lights, left stalled first and gear collapsed. He also mentioned '8 to 10 touch and goes, almost all were scary, maybe gear misalign(?)'. Another witness working construction on the airport near the accident site stated that after the airplane had taken out the taxi lights, '...finally the fourth bounce where the plane hit the ditch sending dirt and grass, landing a bit sideways caving the left landing gear stopping the plane abruptly and eventually the left gear collapsed.'

Video footage of the end of the landing shows the aircraft bouncing and skidding sideways with the left side leading when the left gear collapsed.

Verification of system condition immediately before the accident was not possible, and having arrived after the aircraft had been moved, we further could not verify other indications. However, based on the aircraft's recent inspection and witness and video accounts, in my opinion, the left gear was intact throughout the landing until the very end. The condition of the aircraft left gear being collapsed wasn't until after sustaining substantial damage during a landing in which control was lost. Shortly after touching down, the right wing dipped and scraped the ground, and the aircraft veered left into the grass. The aircraft bounced or went airborne under a burst of power. Bouncing some more, the landing gear took out taxi lights, and on the last sideways bounce with the left gear leading, pulled the bottom of the left wheel inward under the aircraft, stretching the top axle assembly bolts outward away from the gear leg, the left gear then collapsed, forcing the left gear box and gear out of the aircraft fuselage, in my opinion.