

Memorandum of Conversation

Date: September 1, 2016

Time: 1230 central daylight time

Conversation Including: FAA Inspector David R. Nelson

Conversation Regarding: CEN16LA343, N1726D

Duration of Call: 30 Minutes



Summary & Factual Information from Conversation:

NTSB Investigator Fox called FAA Inspector Nelson to discuss the on-scene examination of a Cessna 170A (N1726D) that crashed while attempting to land on runway 31 at Range Regional Airport (HIB), Hibbing, Minnesota.

Inspector Nelson stated that the Hibbing Police Department received a 911 call to report the accident around 1256 to report the accident. The exact time of the accident is unknown. There were no witnesses to the accident.

Inspector Nelson stated that he did not observe any tire skid marks that could be associated with a loss of directional control after the airplane touched down. The initial point-of-impact was where the left wingtip hit the ground about 30 ft from the left edge of the runway. The airplane came to rest in the grass area along the left side of runway 31, about 1,375 ft from the approach end of runway 31 and about 65 ft off the left edge of the runway. The airplane was upright at the accident site and facing southeast. The forward fuselage was crushed aft, which was consistent with a nose-down impact. The wings exhibited upward bending near both wing tips and buckling along both wing roots. The upper wing surfaces were buckled along their entire span. There was no evidence of leading edge wing damage. The aft fuselage and empennage appeared undamaged. Flight control cable continuity was confirmed from the cockpit controls to the ailerons, elevator, rudder, and flaps. Both flaps were found fully retracted, which was consistent with the position of the cockpit flap control lever. Both the pitch trim tab and the associated pitch trim indicator were in a mid-range position. The fuel selector had been turned off by a first responder; however, the first responder noted that there was fuel draining from a fuel line leading to the engine before the fuel selector was turned off. The left main landing gear leg was bent slightly forward. The right main landing gear leg appeared to be undamaged. The right brake system operated normally when tested. The left brake system could not be tested due to a damaged master cylinder; however, the remaining components of the left brake system did not exhibit any anomalies. The tailwheel assembly had fractured where it attached to the tailwheel spring; however, the observed fracture features were consistent with impact related damage. The tail wheel rotated freely and there was no evidence of a malfunction of the tailwheel steering components. The postaccident examination did not reveal any anomalies that would have precluded normal airplane operation during the flight.

The engine remained partially attached to the firewall, and the propeller remained attached to the crankshaft flange. Engine control cable continuity could not be verified due to impact related damage. The propeller blades exhibited minor chordwise scratches and leading edge damage. Both propeller blades exhibited aft bends. Compression and suction were noted on all six cylinders in conjunction with crankshaft rotation. The lower spark plugs were removed and exhibited features consistent with normal engine operation. The magnetos remained attached to their respective installation point and provided spark on all posts while the engine crankshaft was rotated. The carburetor had separated from the engine during impact. The postaccident examination did not reveal any anomalies that would have precluded normal engine operation during the flight.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ September 1, 2016 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator