

## Inspector Statement 3/27/2017

On 2/23/2017, a routine ramp and records check was performed on a Cessna 172R, N51827 located at the CPS airport, Ideal Aviation ramp. The ramp and records check was in support of an FAA Ops inspector that had an upcoming scheduled check-ride in this aircraft. The aircraft is owned by B&D Aviation LLC of [REDACTED] and operated under FAR part 91 as a rental / training aircraft.

We met with Mr. Dave Chilenski (instructor pilot) whom supplied aircraft maintenance records for N51827. An airframe maintenance entry dated 1/17/2017 and signed by Paul Douglas Keck AP [REDACTED] indicated "Suspect hard landing". This maintenance entry indicated replacement of:

1. Firewall
2. Bulkheads
3. Ribs
4. Floor
5. Belly Skin
6. Tunnel
7. Center Pedestal Walls

The aircraft N51827 is owned by B&D Aviation LLC and is leased to Ideal Aviation as a rental aircraft. Paul Keck and William Macon are the owners of B&D Aviation LLC and Ideal Aviation. Both owners indicated they had no idea when or how this damage occurred. Both owners concur that the damage must have occurred between the times of a 100 hour inspection performed on 9/27/2016 at ACTT: 4111.8 and the date of a scheduled oil change, to be performed on 10/24/2016 at ACTT: 4162.7. Mr. Keck stated the damage was found when the engine cowl was removed for the oil change on 10/24/2016.

A review of the aircraft's flight logs indicated approximately 20 different people operated the aircraft between inspections. There was one pilot reported occurrence during this time frame. Ms. Rebecca Sewell, a student pilot, was conducting touch and go practice on 10/8/2016, when on her final landing she bounced the aircraft 2 or 3 times. Ms. Sewell stated that when she turned off the runway onto the taxi way, she noticed the airplane was not steering properly and reported to tower control that she had some mechanical difficulty that required maintenance assistance. The tower contacted Ideal Aviation who responded with Ms. Sewell's instructor, David Chilenski, and an Ideal Aviation lineman. Upon their arrival at the aircraft Mr. Chilenski and the lineman noticed a flat nose tire. The lineman was able to inflate the nose tire, and then Mr. Chilenski and the student pilot taxied the aircraft to Ideal Aviation's maintenance facility. Mr. Chilenski advised the mechanic, Mr. Keck, of the bounced landing and the nose tire going flat. Mr. Keck stated he replaced the nose tire, performed a brief exterior walk-around visual inspection of the aircraft, noting it appeared airworthy and returned it to service.

An insurance "Sworn Statement in Proof of Loss" dated 12/1/2016 indicated that the damage to N51827 occurred on 10/8/2016 and was due to a hard landing. The insurance claim was in the amount of

\$30,000.00. The aircraft owners both indicated they used that date because of the flat nose tire event and the fact that the insurance company “had to have a date/event” associated with the claim.

Interviews were conducted with Mr. Chilenski (instructor pilot), Ms. Sewell (student pilot), Mr. Keck (mechanic/owner), and Mr. Macon (owner). All interviews were consistent in stating that the damage to the aircraft was not known until 10/24/2016. The control tower has no record of hard landing or nose tire blow out on 10/8/2016. No other operators of the aircraft during the time frame between 9/27/2016 and 10/24/2016 reported any occurrences.

The aircraft owners stated they did not believe this damage required reporting.

This investigation cannot determine exactly who caused or when the damage occurred. Other than the bounced landing reported on 10/8/2016, there were no other operator concerns of the 48 separate flights conducted between inspections. There is concern for the lack of a hard landing inspection when a bounced landing and flat nose tire was reported on 10/8/2016.

Sequence of events:

- 1) 9/27/2016: 100 hour inspection performed (no damage noted)
- 2) 10/8/2016: Bounced landing and flat nose tire reported (No hard landing inspection performed)
- 3) 10/24/2016: 50 hour oil change, engine cowl removed, damage found (was not reported to any agency)
- 4) 1/17/2017: Aircraft repaired and returned to service
- 5) 2/23/2017: Ramp and records check conducted by FAA ASI, substantial damage found in maintenance record log. Investigation initiated.

The aircraft maintenance records and structural parts that were replaced, was documented by photographs.

Dennis J. Mueller