



Memorandum of Record

Dan Baker
Senior Air Safety Investigator
Central Region

Date: 3/16/2021
Subject: CEN20LA378, N5178, Cessna C340A Windshield Examination

Preliminary Report

On September 3, 2020, a Cessna 340 airplane, N5178J, was substantially damaged when it was involved in an accident near Oklahoma City, Oklahoma. The pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot said he was flying from Sundance Airport (HSD), Oklahoma to Burnet Municipal Airport-Kate Craddock Field (BMQ), Texas, at 8,000 ft, when the right windscreen blew out 50 miles southwest of Oklahoma City. The pilot returned to HSD and landed uneventfully. The windshield is considered part of the structure of a pressurized aircraft; therefore the airplane was substantially damaged.

Examination

Persons Present:

Dan Baker
AS-CEN Senior Air Safety Investigator

Clint Crookshanks
AS-40 Structural Engineer

The remnants of damaged windshield were sent to the NTSB IIC for examination. The remnants consisted of six pieces of the acrylic windshield that comprised the complete outer circumference of the windshield. The windshield remnants measured approximately 35 inches tall by 31 inches wide when laid out on a flat surface as oriented when installed. About 21 inches by 31 inches of windshield material within the recovered remnants was not accounted for (see figure 1).

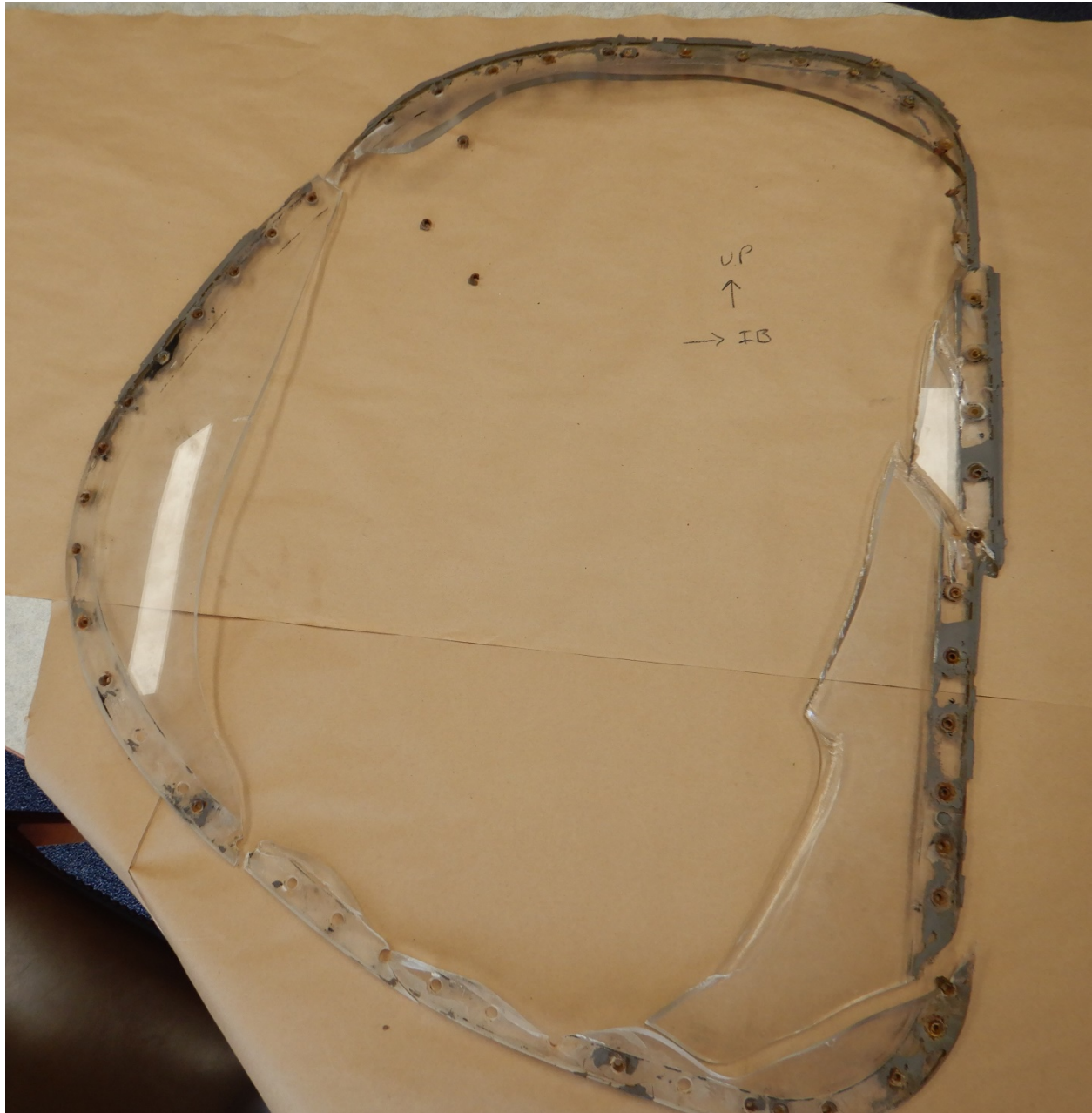


Figure 1

The remnants showed no significant signs of aging and no signs of crazing were visible. Examined fracture surfaces were consistent with overstress separation. The origination point of the failure could not be identified on the available remnants.