



EXAMINATION SUMMARY

NTSB ACCIDENT NUMBER: CEN21LA119

AIRCRAFT REGISTRATION/AIRCRAFT TYPE: N4376Q, Cessna 172L
ACCIDENT LOCATION: Silt, CO

CEN21LA119/Cessna 172L/N4376Q

DRAFT FACTUAL NOTES / NARRATIVE

On January 31, 2021, about 1420 mountain standard time, a Cessna 172, N4376Q, was destroyed when it was involved in an accident near Silt, Colorado. The pilot and two passengers sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations (CFR)* Part 91 personal flight.



WRECKAGE AND IMPACT INFORMATION

Wreckage Location

The main wreckage was located about 3 miles east of RIL in an area of rising terrain. The first piece of debris was located about 25 ft past a set of high-tension transmission wires that are estimated to be about 100ft tall and extended about 670 ft along a heading about 160°. About 75 ft past the initial piece of debris, the upper 2ft of vertical stabilizer and rudder was located. The initial ground scar was located about 475 ft beyond the transmission wires and consisted of a damaged tree and sheet metal consistent with the color of the airplane. The main wreckage came to rest inverted about 600 ft from the transmission wires. The wings separated from the fuselage at the lower lift strut attach points.

Wings

- Came to rest upright

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- Main spar which exhibited thermal damage
- Skins were separated from wing structure and loose within the debris field
- Right wing station (WS) 100 to left WS 100 intact
- Outboard portions of each side melted

Left Wing

- Outboard portion of the spar was largely melted beginning at WS 100

Right Wing

- Outboard portion of the spar was largely melted beginning at WS 100
- Largely consumed by fire

Flaps

- Right inboard flap remained in position behind the right wing but separated due to thermal damage
 - Found in the retracted position
- Right outboard flap separated into multiple sections and were located within debris field and exhibited signs of thermal damage
- Left flap inboard and outboard portions separated and was located within the debris field
- Control rods for both wings were observed in the burned wreckage in place

Left Aileron

- Separated and located within the debris field near the main wreckage
- Exhibited signs of heat and thermal damage
- Cables separated in tension overload near left outboard quadrant area
- Cables were continuous into center fuselage area

Right Aileron

- Separated and located within the debris field away from the main wreckage
- Control cables attached to the right aileron outboard quadrant
- Separated in tension overload about 6 inches inboard of the bellcrank and continuous into center fuselage aft spar area

Horizontal & Vertical Stabilizer, Elevators & Rudder

- Horizontal and vertical stabilizer remained attached to the empennage and were relatively free of impact damage
- All exhibited signs of heat exposure
- Left and right elevators and rudder remained attached to their respective attach points and were relatively free of impact damage
- Observed from the cockpit to the aft pressure bulkhead
- Separated in tension overload
- Continuity from the aft fuselage to the control surfaces was established

Fuselage

- Largely consumed by fire
- Tail cone separated at aft pressure bulkhead

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Engine

- Left – 222503
 - Separated and located within the debris field
 - Initial indications suggest low power
 - Inlet cowling separated
 - Portion of nacelle remained attached
- Right – 222502
 - Separated and located within the debris field
 - Inlet cowling remained attached, but damaged consistent with separation from airframe
 - Portion of nacelle remained attached

Instrument Panel

- Consumed by fire

ELT

- ACR Electronics, Artex Products C406-2
- P/N 452-0133,
- Battery good till 09/2019
- Found in the cradle and activating
- All antennas remained connected

Landing Gear

- Nose
 - Lower strut and wheel assembly was observed about 70 ft from point of initial contact
 - Upper strut assembly was observed in the forward cabin wreckage debris in the retracted position
- Left Main Gear
 - Observed about 96 ft from point of initial contact
- Right Main Gear
 - Observed in the retracted position in the right wing