

Incident of September 20, 2024

N259GF

CE 172R      Mfg Year 1997

172802559

Aircraft TT 8911.0 Tach 1353.0

Visual inspection completed of the NLG steering system found the rudder pedals moved the corresponding steering rods at the NLG steering arm connections. NLG steering action was verified using a grease plate setup under the NLG wheel assembly and moving the rudder pedals. Steering action left and right was confirmed. Also noted during this check, the rudder moved full deflection to the left and right as commanded by the rudder pedals. This grease plate check was completed on another like aircraft for comparison and found the same nose steering results.

Visual inspection of the brake system was completed, finding the brake master cylinders properly serviced with hydraulic fluid. Brake system functional check was completed, proper brake caliper function was found at the wheel calipers and no fluid leaks were noted.

A visual inspection was completed of the propeller referencing the McCauley Owner/Operator Information Manual MPC26-06 R 6, Ch 61-00-06, par 8, 1 thru 9, blade tracking check. No discrepancies were found, the blades track within tolerance. No physical damage was found on the propeller.

The right lower engine cowling was damaged on impact and the exhaust tailpipe is crushed closed.

The right lower lift strut attachment lug area is crushed and pushed aft at FS 29.00. The lift strut also has impact damage above the attachment lug. The upper right lift strut attachment at WS 100.00 has a small skin wrinkle aft of the leading edge skin.

The lower fuselage skin is oil-canned in the FS 21.00 to FS 29.00 area. The skin aft of FS 29.00 is also creased.

Moving up the fuselage at FS 29.00 forward door frame area, a skin bow was found at the lower windshield corner and at the upper windshield corner. Upon initial inspection, the right cabin door was opened, and the upper hinge pin was found broken.

The right MLG fairing was found damaged.