



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Flight Standards District Office

Allentown, Pennsylvania

Fa

October 1, 2020

Subject: N2772D Accident Synopsis – Airworthiness

To Whom It May Concern:

I arrived at Pottstown-Heritage Field (PTW) on the morning of September 29, 2020 with Inspector Johnny Williams for the investigation into the September 22, 2020 incident) involving N2772D, a Cessna (Textron) CE-170-B single engine land, fixed-wing aircraft. As seven days had passed since the incident, the aircraft was currently stationed on the ramp at the airfield during the inspection. Due to the substantial damage noted below, this incident has now been re-classified as an accident by the airworthiness inspector.

While performing a general visual inspection of the aircraft, there were no findings indicative of a contributing factor to the accident.

A continuity check of the primary flights controls determined that the flight control systems were all intact and had continuity between the cockpit controls and primary flight controls (elevator, aileron, and rudder).

The tailwheel assembly was visibly inspected and found to be in satisfactory condition with function as intended.

The aircraft brake system was visibly inspected and found to be in a satisfactory condition. A brake functional check was not performed as there was no indication that brake malfunction contributed to the incident accident.

Investigation was continued through direct inspection of the remainder of the accident aircraft. In accordance with FAA Order 8900.1, Volume 7, Chapter 1, Section 1, and FAA Order 8020.11D, aircraft sustained substantial damage during the event, elevating this to an accident. Inspection of accident aircraft noted damage to, but not limited to, the following:

1. Left elevator aft tip
2. Buckling of the left horizontal stabilizer
3. Minor damage to tip of the rudder lower skin
4. Left aileron outboard
5. Left wingtip droop fairing, including metal structure
6. Left MLG wheel

7. Buckling of interior floor structure between pilot's seat tracks
8. Gearbox area, particularly left side from firewall aft, emanating from left gearbox to approx. 30 inches aft of strut

Photos of the aircraft during this inspection are available as required, and provide additional detail of the above damage noted.

Sincerely,

Gary L. Brown
Digitally signed
by Gary L.
Brown
Date:
2020.10.01
14:14:55 -04'00'

Gary L. Brown
Aviation Safety
Principal Maintenance Inspector