



NTSB MEMORANDUM OF RECORD

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National Transportation Safety Board

NTSB Accident Number: ERA21LA045
Subject: Summary of FAA Correspondences
Date: December 8, 2020

On November 19, 2020 and December 3, 2020, Thomas Gilbert, FAA Inspector, Allentown, Pennsylvania Flight Standards District Office, reported via email:

- Dispatched to 47N to investigate apparent aircraft accident. Found N734JF largely intact and inverted approximately 40 feet southwest of the intersection of runway 25 and the crossing taxiway, oriented approximately 090 degrees.
- The propeller had one blade bent approximately 45 degrees and the other with moderate leading edge damage at the tip. These signatures are consistent with an engine producing idle power at impact.
- All aerodynamic control surfaces were intact and attached to the aircraft. All aerodynamic controls were connected to the pilot controls and operating in the correct directions of travel. The rudder and elevator exhibited full travel from the pilot controls. The aileron cables were slack due to impact related wing structure deformation therefore full authority could not be conclusively exhibited, however there were no obstructions to full travel of the control or surfaces.
- Observed damage to the aircraft includes bent right wing lift strut, significant wing skin buckling and wing twisting of left wing, vertical stabilizer and rudder bent/crushed, nosewheel fork broken, propeller bent with leading edge damage, leading edge damage to both wings.
- Tire tracks were observed in the grass approximately parallel to the south edge of runway 25 for approximately 430 feet, terminating at the lip of the crossing taxiway. A gouge was observed in the taxiway for approximately 8 feet, leading to a gouge and furrow in the turf, leading to the inverted aircraft wreckage. These observations are consistent with an aircraft nosewheel striking the lip of the taxiway resulting in overload failure of the nose gear fork, followed by the remnant of the nose gear digging into the turf causing the aircraft to flip onto its back.



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- The last annual inspection was conducted on 6/1/2020 at 2515 total airframe time. Current airframe total time is 2592. Cessna 172N serial number 17268884.
- Wreckage and site inspection did not disclose evidence of any pre-impact conditions that would have precluded normal operation of the aircraft.