

From: [Dennis Deaton](#)
To: [Hill Millicent](#)
Subject: N80874 Mechanic Statement
Date: Thursday, September 2, 2021 8:24:17 AM

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Good Morning Milli,

Below is my additional/updated statement for the mechanical findings on N80874 Cessna 172 that may or may not have impacted the incident.

STATEMENT UPDATE:

This statement is in addition to the previous statement and findings; this discrepancy was identified and repaired during the inspection and work after the incident. Upon removal of the Main Landing Gear Right hand wheel/tire assembly it was noted that the torque plate which is mounted to the strut and allows the brake assy to rest/actuate on was damaged previously (no conclusion yet on how it was damaged). During further investigation it was noted regardless of its cleanliness or lubrication the brake guide pins which are supposed to slide in/out of the torque plate freely would bind/stick during brake actuation; sometimes requiring prying to break the brake free (release). It was determined that the torque plate required replacement immediately prior to further use. Torque plate replaced; no further binding/sticking identified/found.

Mechanic
AP/IA [REDACTED]
Dennis Deaton

[REDACTED]
[REDACTED]

Dennis Deaton

AP/IA [REDACTED]

Stationed:

Shannon Airport

Aircraft Damage Report #1

Cessna 172M

N80874

Owner: Andy Reese

The following inspection/pictures were acquired at the request of the Richmond FISDO. This report does not catalog all damage that could be possibly disguised beneath panels/cowlings. The visual inspection/evaluation was done on 26 April 2021.

Firewall: 9 Pictures taken

Removed both upper and lower engine compartment cowlings. Performed visual inspection on the firewall and associated equipment and found no signs of distortions, oil canning, buckling, pulled rivets, or cracks. It appears that the firewall is serviceable at this time.

Propeller: 3 Pictures

Visually inspected propeller and found damage at one of the tips. Approx. .250 - .330" dent/gouge deep and 1.5" length going towards leading edge.

Flight Surfaces: 9 pictures

Vertical Stab

Visually inspected exterior of vertical stabilator. Lower aft exterior corner has evidence of buckling as seen in pictures. Buckle is only on the LH side in this corner and is about 2-3" in length. Panels/Cowlings in rear would have to be removed in order to better evaluate.

Horizontal Stab

LH Side:

Visually inspected exterior surface of LH Side of Horizontal Stab. Found multiple indications of buckling in surface to include folding crease to leading edge. All buckling on this surface runs parallel with the fuselage with creases starting from the outboard towards center line of LH Side of Stab. There is also damage to the LH Elevator.

RH Side:

Visually inspected exterior surface of RH Side of Horizontal Stab. Found several indications of buckling in surface (not as severe as LH Side). A perpendicular crease at the aft outboard corner of the RH side of the Horizontal stab.