

ERA23LA240
Macon, NC
May 21, 2023
Cessna R182
N182LG

Wreckage Examination
Anglin Aircraft Recovery
Clayton, DE
June 1, 2023

PARTICIPANTS IN THE EXAMINATION

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HISTORY OF FLIGHT

On May 21, 2023, about 1447 eastern daylight time, a Cessna R182, N182LG, was destroyed when it was involved in an accident near Macon, North Carolina. The private pilot was fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The airplane was departing on runway 18 at Nocarva Airport (NC10), Macon, North Carolina. Runway 18 was 1,900 ft long, 100 ft wide, and consisted of a turf surface. According to a pilot witness and witness video, the airplane travelled along the runway nose-high, with the tail dragging in the turf. The airplane lifted off nose-high, the wings buffeted, and the airplane drifted left into trees. The engine was running continuously, and no abnormal engine sounds were heard. A

postcrash fire consumed a majority of the wreckage, which came to rest in a wooded area off the left side of the runway, about three-fourths down the runway.

AIRCRAFT INFORMATION

The airplane was manufactured in 1980 and equipped with a Lycoming O-540-J3C5D (s/n L-7473-40E), 235-hp engine, driving a three-bladed McCauley constant speed propeller. Review of maintenance records revealed that the most recent annual inspection was completed on April 16, 2023. At that time, the airframe had accumulated 2,871.7 total hours of operation and the engine had accumulated 1,410.0 hours since major overhaul.

AIRFRAME EXAMINATION

The wreckage was subsequently examined at a recovery facility. Elevator control cable continuity was confirmed from the cockpit, through recovery cuts, to the elevator bell cranks. Rudder cable continuity was confirmed from the cockpit pedals to recovery cuts at the rear empennage. Aileron cable remained attached to the left and right aileron bellcranks and in the cockpit; however, aileron cable from the cockpit to the wing was not identified. Measurement of the flap jackscrew corresponded to a flaps near retracted position (between 0° and 2° extension). Measurement of the elevator trim actuator corresponded to a full tab down (nose-up) elevator trim position. The pilot's seat tracks were not identified.





ENGINE EXAMINATION

The engine remained attached to the airframe and was separated and lifted with a hoist for examination. The three-bladed propeller remained attached to the crankshaft flange. One blade exhibited s-bending, one blade was bent forward, and the third blade was bent aft. All three blades exhibited chordwise scrapes. Borescope examination of the cylinders did not reveal any anomalies. The top spark plugs were removed, and their electrodes were intact and sooty. When the propeller was rotated by hand, crankshaft, camshaft, and valve train continuity was confirmed to the rear accessory section of the engine. Thumb compression was attained on all cylinders. Due to fire damage, the ignition system and fuel system could not be tested.

