



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

December 31, 2016

ACCIDENT SITE EXAMINATION SUMMARY

WPR17FA044

This document contains 0 embedded photos.

A. ACCIDENT

Location:	Dabob, Washington
Date:	December 29, 2016
Aircraft:	Cessna 182P, N52388
NTSB Investigator-in-Charge:	Andrew Swick
NTSB Investigator:	Jackie Vanover

B. SUMMARY

Examination of the accident site was conducted on December 31, 2016. All major structural components of the airplane were located at the accident site. The wreckage was recovered to a secure location for further examination.

C. DETAILS OF THE INVESTIGATION

1.0 Accident Site Examination

Main Wreckage: N47 49.49', W122 47.42' – Elevation: 295 feet

Accident site was about .5 miles southeast from the last radar target

Investigators from the NTSB, FAA, and Textron Aviation accessed the wreckage on December 31, 2016. The main wreckage was located at the base of a draw, situated between two hills that gradually sloped in a northeast to southwest direction. The wreckage debris field from the initial impact to the last found piece of wreckage was approximately 160 feet with a magnetic heading of 225 degrees. The main wreckage was located at GPS N47°49.941 and W122°47.164, approximately 295 feet elevation. The first identified point of contact (FIPC) was with three trees was located at GPS N47°49.788 and W122°47.301, at about 30 feet above the ground. The left aileron outboard wing section was found near the base of the trees. The last piece of debris was near the main wreckage.

The main wreckage was located at the most western end of the debris path. The main wreckage consisted of the fuselage, engine, propeller, empennage, and sections from the left and right wings.

The fuselage was orientated on about 100-degree magnetic heading. The area forward of the cabin area was fragmented and mostly separated. The cockpit area was substantially damaged.

The engine was separated from the airplane and had impact damage. The engine was located near the main wreckage.

The propeller was separated from the engine and buried in dirt. About two inches of each propeller tip was above ground. When the propeller assembly was extracted from the ground, the propeller hub assembly fragmented during removal. and both blades separated from the hub. Rotational scoring was revealed on the propeller shank. Both blades displayed S-bending and approximately two inches separated from the tip of one blade.

The aft fuselage and empennage separated from the main wreckage near the aft cabin area. Approximately 24 inches from the top of the vertical stabilizer and rudder separated. The separated rudder and vertical pieces were located 160 feet northeast of the main wreckage and displayed circular tree strike signatures.

The left inboard wing was separated from the fuselage and found near the main wreckage. The flap remained attached to the wing. The wing tip was separated and located near the FIPC. The left fuel bladder was breached; the smell of fuel was noted at the scene.

The left outboard wing section was located 138 feet northeast of the main wreckage and consisted of the left outboard aileron. Tree strikes were observed at the root of the separation. The aileron remained attached to the wing and was bent downward midspan.

The right inboard wing section separated from the fuselage and was located with the main wreckage. The flap remained attached to the wing and had impact damage. The aileron was partially separated from the wing and was impact damaged. The fuel bladder was breached, and the fuel cap was not located.

The right-wing tip was separated into three pieces, located within 20 feet of each other, near the FIPC.

The cockpit instruments had impact damage.

The attitude indicator was separated from the instrument panel and located near the main wreckage. The outer case of the instrument was fragmented. The gyro was extracted, and rotational scoring was noted.

The circuit breaker panel separated from the instrument panel.

The vertical speed indicator was located with the main wreckage. The glass face of the instrument was broken, and the indication was unreliable.