

Air Safety Investigations Aircraft Incident/Accident Technical Report

Aircraft Incident/ Accident Information	Year: 1959	Make: Cessna	Model: 175
	Serial number: 55751		Registration: N6832D
Location: El Monte, CA		Date: 05-26-17	Time: 2016 PDT
Aircraft Owner		Aircraft Operator	
Belsazar Uriarte [REDACTED] Montebello, CA 90640-4524		Same as Aircraft Operator	
Report Information			
Senior Air Safety Investigator: Peter J. Basile		Report #: ASI-17-BK-T	Report date: 06-02-17

Airframe

Impact Sequence and Airframe Structure

The aircraft impacted a tree on the left side of the fuselage in front of the left forward door post. The engine and firewall separated from the fuselage. The nose landing gear wheel and strut assembly separated from the engine and firewall section of the aircraft. The wings remained attached to the fuselage at the accident site. On-site photographs indicated leading edge damage near the right wing tip and tapering compression damage to the left wing.

The wings were removed from the aircraft by recovery personnel and the horizontal stabilizers and elevators were cut off of the tail.

Airframe Systems

Flight Control System Information		
Control lock: Undetermined		
Flight Control Cable Continuity		
Ailerons: See below	Elevators: Established	Rudder: Established
Aileron tab: Not applicable	Elevator tab: Established	Rudder tab: Not applicable
Flap and Trim Positions		
Flap indicator: See below	Flap handle: See below	Flap actuator: See below
Elevator trim: Indicator: Undetermined		Actuator: See below

Remarks:

Aileron control cable continuity was established from the control yokes to the left and right aileron bellcranks. The aileron control chains remained on the yoke sprockets and the interconnect pulleys operated normally. The left and right aileron drive cables and the carry through cable were cut by recovery personnel at the wing roots.

Flap control cable continuity was established from the manual flap handle to the flap bellcranks. The flap cables were cut by recovery personnel at the wing roots. The manual flap handle appeared to be

full up, or flaps extended 40 degrees. Examination of the handle revealed it was beyond the ratchet stop positions and was bent to the left. On-site photographs taken by the FAA indicated the flaps were extended at the accident site. A flap impact witness mark on the left side of the fuselage confirmed the flaps were extended 30° at the time of impact.

The elevator push/pull tube remained attached to the base of the control yoke. The elevator cables were continuous to the aft elevator bell crank. The elevator trim tab cables were continuous from the control wheel to the right horizontal stabilizer root area where they were cut by recovery personnel.

Rudder control cable continuity was established from the rudder pedals to the rudder horn. The rudder return springs were in place and operated normally.

Airframe Fuel System Condition, Controls, and Read Outs			
Fuel strainer screen: Undetermined		Fuel strainer bowl: Undetermined	
Main fuel tank gauge:	Left: 1/8	Right: Empty	
Fuel selector handle: Both	Fuel selector valve: Undetermined		

Remarks:

Recovery personnel reported the left wing was leaking fuel at the accident site.

Landing Gear System Condition and Controls					
Gear position:		Nose: Fixed		Left: Fixed	
				Right: Fixed	
Environmental System Controls and Read Outs					
Cabin heater: Off			Cabin vent: Undt		Defrost: Undt
Air conditioner: Not applicable			Oxygen system: Not applicable		Oxygen quantity: Not applicable
Icing System Information and Switches					
Certified into known icing? No				De-icing boots installed? No	
Pitot heat: Off				Stall heat: Not applicable	
Anti-ice:	Surface: Not applicable		Propeller: Not applicable		Windshield: Not applicable
ELT Information					
Installed? Yes		Manufacturer: Undetermined		Model: Undetermined	
				Type: Undetermined	
Serial number: Undt		Battery due date: Undetermined		Armed: Undetermined	
				Activated: Undetermined	

Remarks:

None.

Cabin and Equipment/Furnishings

Restraint System Information						
Seat	Occupied	Restraint type	Restraint used	Condition	Manufacturer	2nd seat stop
1	Yes	2-Point	Undt	Normal	Cessna	Yes
2	Yes	2-Point	Undt	Normal	Cessna	No
3	No	2-Point	N/A	Normal	Cessna	Not applicable
4	Yes	2-Point	Undt	Normal	Cessna	Not applicable

Seat Condition Information					
Seat	Orientation	Feet intact	Back intact	Base intact	Rail intact
1	Forward facing	Yes	Yes	Yes	No
2	Forward facing	Yes	Yes	Yes	Yes
3	Forward facing	Yes	Yes	Yes	Not applicable
4	Forward facing	Yes	Yes	Yes	Not applicable

Remarks:

The pilot seat adjustment pin remained in the fifth hole aft.

Instrument Panel

Navigation Instruments							
Analog primary instruments				Autopilot type: None			
Suction gage: 0		Magnetic compass: Undt			Clock: 07:37		
	Left side				Left side		
Airspeed:	0		Turn coordinator (airplane):	Level			
Attitude (pitch):	Down 5°		Turn coordinator (ball):	1/2 ball left			
Attitude (roll):	Level		Heading indicator:	200°			
Altimeter:	320'		Heading "bug":	N/A			
Altimeter setting:	29.98		Vertical speed indicator:	+400			
Communication and Navigation Radios							
Radio	Control	Active frequency	Stand-by frequency	Radio	Control	Active frequency	Stand-by frequency
Com 1:	Undt	Digital	Digital	Com 2:	On	118.75	N/A
Nav 1:	Undt	Digital	Digital	Nav 2:	On	115.80	N/A
Obs 1:	140°			Obs 2:	N/A		
Transponder:	Mode: Alt		Active code: 1200		Stand-by code: N/A		
Electrical Switch Positions							
Master battery: Off		Master alternator: Undetermined			Avionics 1: See below		
Lighting Switch Positions							
Navigation: Off		Rotating Beacon: Undetermined			Landing: On		
Taxi: Undetermined		Strobe: On			Instrument: Undetermined		
Ignition Switch Position							
Key: Both							

Remarks:

The aircraft was equipped with a Garmin GNS 430. The Master Avionics switch was OFF.

Powerplant Description

Engine Instruments						
Hour meter:	988.9	Tach RPM:	500	Tach hours:	2,623.61	
Oil press:	0	Oil temp:	0	EGT:	0	
Fuel press:	N/A	Fuel flow:	N/A	Ammeter:	0	
Manifold press: N/A						
CHT: 30						
Engine Control Positions						
	Cockpit	Engine		Cockpit	Engine	
Throttle:	Full	Undt	Cowl flaps:	N/A	N/A	
Mixture:	Rich	Undt	Carburetor heat:	Off	Undt	
Propeller:	Low	Undt	Primer:	N/A		
Engine Condition						
Engine attached to airframe:			No			
Propeller attached to engine:			Yes			
Engine compression:			Undetermined			
Valve train continuity:			Undetermined			
Vacuum pump drive shaft:			Undetermined			
Engine Fuel System Condition						
Fuel pump drive shaft:			Undetermined			
Carburetor inlet screen:			Undetermined			
Magneto Condition						
Left magneto attached:			Yes			
Right magneto attached:			Yes			
Left magneto spark:			Undetermined			
Right magneto spark:			Undetermined			
Spark Plug Condition (per Champion Check-A-Plug Card)						
	1	2	3	4	5	6
Top	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined
Bottom	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined	Undetermined

Remarks:

The engine was not examined during the investigation.

Propeller

Both propeller blades were curled forward and the tips were fractured.

Research & Testing

None.