

Air Safety Investigations Aircraft Incident/Accident Technical Report

Aircraft Incident/ Accident Information	Year: 1960	Make: Cessna	Model: 172A
	Serial number: 46843		Registration: N7243T
Location: Enumclaw, WA		Date: 07-27-17	Time: 2030 PDT
Aircraft Owner		Aircraft Operator	
Registration Pending [REDACTED] Buckley, WA 98321		Lorne Wayne Robbins Street not provided Buckley, WA	
Report Information			
Senior Air Safety Investigator: Henry J. Soderlund		Report #: ASI-17-CP-T	Report date: 12-21-17

Airframe

Impact Sequence and Airframe Structure

The aircraft touched down reportedly 200 feet from the departure end of Runway 07 (1,800 feet by 25 feet; gravel). It then became airborne and flew through a 5-foot-tall barbed wire fence. It continued forward pulling the wire with it before impacting the ground approximately 400 feet later. After impacting the ground, the aircraft rotated 180° and came to rest.

Airframe Systems

Flight Control System Information		
Control lock: Undetermined		
Flight Control Cable Continuity		
Ailerons: Established	Elevators: Established	Rudder: Established
Aileron tab: Not applicable	Elevator tab: Established	Rudder tab: Not applicable
Flap and Trim Positions		
Flap indicator: Not applicable	Flap handle: Fully extended	Flap actuator: Not applicable
Elevator trim: Indicator: Between neutral and full nose down Actuator: 1.7" - ~20° tab up		

Remarks:

Continuity was confirmed for the manually controlled flaps.

Airframe Fuel System Condition, Controls, and Read Outs		
Fuel strainer screen: Clean		Fuel strainer bowl: Clean
Main fuel tank gauge:	Left: 3/4	Right: Empty
Fuel selector handle: Off	Fuel selector valve: Off	

Remarks:

According to the NTSB-IIC, the fuel selector was found in the BOTH ON position at the accident site.

Landing Gear System Condition and Controls			
Gear position:	Nose: Fixed	Left: Fixed	Right: Fixed
Actuator position:	Nose: Not applicable	Left: Not applicable	Right: Not applicable
Landing gear selector: Not applicable			
Environmental System Controls and Read Outs			
Cabin heater: Off	Cabin vent: Open	Defrost: Not applicable	
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: Undetermined		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: Undt	Armed: Undetermined	Activated: Undetermined

Remarks:

The ELT was not examined.

Cabin and Equipment/Furnishings

Restraint System Information						
Seat	Occupied	Restraint type	Restraint used	Condition	Manufacturer	2nd seat stop
1	Yes	3-Point	Yes	Cut	Non-OEM	No
2	Yes	3-Point	Yes	Intact	Non-OEM	No
3	S/B	2-Point	Undt	Intact	Non-OEM	Not applicable
4	S/B	2-Point	Undt	Intact	Non-OEM	Not applicable

Seat Condition Information					
Seat	Orientation	Feet intact	Back intact	Base intact	Rail intact
1	Forward facing	Yes	Yes	Yes	Yes
2	Forward facing	Yes	Yes	Yes	Yes
3	Forward facing	Yes	Partially	Yes	Yes
4	Forward facing	Yes	Partially	Yes	Yes

Remarks:

It is unknown if the rear seat passenger was in Seat 3 or Seat 4. The passenger was utilizing her lap belt. The Seat 1 seat pin was engaged in the seat rail in the second hole from the front. The Seat 2 seat pin was engaged in the seat rail in the third hole from the front.

Instrument Panel

Navigation Instruments							
Analog primary instruments				Autopilot type: None			
Suction gage: Undetermined		Magnetic compass: Undetermined		Clock: Undetermined			
	Left side				Left side		
Airspeed:	87			Turn coordinator (airplane):	Center		
Attitude (pitch):	Damaged			Turn coordinator (ball):	Right		
Attitude (roll):	Damaged			Heading indicator:	279		
Altimeter:	900			Heading "bug":	N/A		
Altimeter setting:	30.10			Vertical speed indicator:	0		
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:	Undt	128.57	Not applicable
Nav 1:	Undt	Digital	Digital	Nav 2:	Undt	116.80	Not applicable
Obs 1:	320			Obs 2:	Undetermined		
Transponder:	Mode: Undetermined		Active code: 1200		Stand-by code: Not applicable		
Electrical Switch Positions							
Master battery: Undetermined		Master alternator: Undetermined		Avionics 1: Undetermined			
Lighting Switch Positions							
Navigation: Off		Rotating Beacon: Undetermined		Landing: Off			
Taxi: Undetermined		Strobe: Undetermined		Instrument: Undetermined			
Ignition Switch Position							
Key: Both							

Remarks:

None.

Powerplant Description

Engine Instruments						
Hour meter:	Undt	Tach RPM:	0	Tach hours:	772.57	
Oil press:	0	Oil temp:	0	EGT:	Undt	
Fuel press:	N/A	Fuel flow:	N/A	Ammeter:	Undt	
				Voltmeter:	N/A	
Engine Control Positions						
	Cockpit	Engine		Cockpit	Engine	
Throttle:	Full forward	Undetermined	Cowl flaps:	Not applicable	Not applicable	
Mixture:	Full forward	Undetermined	Carburetor heat:	Off	Undetermined	
Propeller:	Not applicable	Not applicable	Primer:	Unlocked		
Engine Condition						
Engine attached to airframe:			Yes	Propeller attached to engine:		
Engine compression:			Undetermined	Valve train continuity:		
Vacuum pump drive shaft:			Undetermined			
Engine Fuel System Condition						
Fuel pump drive shaft:			Not applicable	Carburetor inlet screen:		
Clean						
Magneto Condition						
Left magneto attached:			Yes	Right magneto attached:		
Left magneto spark:			See below	Right magneto spark:		
See below						
Spark Plug Condition (per Champion Check-A-Plug Card)						
	1	2	3	4	5	6
Top	Normal	Normal	Normal	Normal	Normal	Normal
Bottom	Not examined	Not examined	Not examined	Not examined	Not examined	Not examined

Remarks:

The primer control was found unlocked and partially extended. The carburetor and airframe fuel screens were clear of debris. Fuel found in the carburetor float bowl tested negative for water. During the examination of the engine no abnormalities were noted. The magneto impulse couplings were heard "snapping" when the engine was rotated by hand.

Propeller

One propeller blade was undamaged; the other blade was bent forward approximately 135°

Research & Testing

None.