



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

January 18, 2018

AIRFRAME EXAMINATION SUMMARY

WPR18LA047

This document contains 0 embedded photos.

A. ACCIDENT

Location: Auburn, Washington
Date: December 7, 2017
Aircraft: Cessna 172D, N2351U
NTSB Investigator-in-Charge: Joshua Cawthra

B. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

Examination of the recovered wreckage revealed that both wings remained attached to the fuselage via their respective mounts. The right wing exhibited buckling from about mid span of the flap inboard to the wing root. The wing was measured along the rear spar from the root to the wing tip and the right wing was found to be about 3/4 inches shorter than the left, consistent with the buckling damage noted on the right wing. The right-wing fiberglass wing tip was separated and exhibited scraping along the trailing edge, exposing the material beneath the paint. The wing exhibited scraping on the bottom side of the wing where the fiberglass wing tip attaches to the wing structure.

Control yoke inputs resulted in minimal movement of the ailerons. The control cables from the control chains were continuous from the chains throughout to the left and right aileron bellcranks. The balance cable remained attached to both aileron bellcranks. All control cable pulleys remained secure at their respective mounts with the aileron control cables still within the groove of the pulley. All of the turnbuckles were attached and safety wired. The control cable tension for the ailerons was unable to be measured due to the buckling in the right wing, which most likely resulted in reduced tension on the aileron control cables.

Examination of the runway revealed a scrape mark with red paint consistent with the right wing tip.

No evidence of any preexisting mechanical malfunction was observed with the airplane.

Submitted by: Joshua Cawthra