



NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety

Wreckage Examination Group Field Notes

September 2, 2021

A. ACCIDENT WPR21FA330

Location: Bernhard, Idaho
Date: August 28, 2021
Time: 1330 MDT
Operator: Private
Aircraft: Cessna TU206F
Registration: N922MA

B. SUMMARY

On August 28, 2021, about 1330 mountain daylight time, a Cessna TU206F, N922MA, was substantially damaged when it was involved in an accident near Bernhard, Idaho. Both passengers were fatally injured and the pilot sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 135 nonscheduled charter flight.

According to the operator, the charter was scheduled on the morning the accident flight. The charter passenger initially requested to land at Soldier Bar Airport, a strip operated by the United States Forest Service, about 7 nm northeast of the accident site. When advised that a landing was not possible, the charter passenger requested a scenic flight in that same area.

The airplane was located on the east side of Mormon Mountain at a field elevation of about 8,370 ft mean sea level, about 2,000 ft from the mountain peak. All four corners of the airplane were accounted for at the accident site. The point of initial impact was marked by an approximately 60 foot tall tree that was severed at the tree top, located 120 ft from the main wreckage. A debris path that spanned about 50 ft wide was identified by several broken trees between the point of initial impact and the main wreckage. The broken trees were severed in succession with the tallest trees near the point of initial impact on the left side of the debris path and the shorter trees on the right side of the debris path. A portion of the right wing was located in the debris path a few feet from the main wreckage, which comprised the rest of the airplane.

C. DETAILS OF THE INVESTIGATION

Onscene Examination

The airplane came to rest in an approximately 40° nose down attitude on a heading of about 100° magnetic. The right wing was displaced forward at a 45° angle to the fuselage and separated in two places; the first separation was at the rear spar and the second was midspan. Three large depressions were observed in the right wing leading edge. The first depression was located inboard and measured 13 inches long parallel to the leading edge, the second was midspan and measured 29 inches long, and the third was outboard and measured 11 inches long. The right aileron remained attached to the outboard right wing at both hinges and the flap was attached to the inboard right wing at its three hinges.

The left wing was attached to the fuselage at both the forward and aft spar and a portion of the outboard wing was folded downward in relation to the wing. Three large depressions were observed in the wing. The first depression was inboard about 12 inches long and parallel to the leading edge, the second depression was midspan about 17 inches long, and the third depression was outboard and measured 18 inches long. The aileron and flap both remained attached to the left wing.

The empennage was partially attached to the left side fuselage by airframe skin. The vertical stabilizer, rudder, horizontal stabilizers, elevators, and trim tab all remained attached. The right horizontal stabilizer was deformed upward and the elevator trim tab was partially separated. An approximately 25 inch long depression was observed at the leading edge of the left horizontal stabilizer about midspan with accordion style compression signatures that condensed the horizontal to about half its size at the center.

The lower engine cowling crushed and the upper cowling was damaged. The engine was intact and did not display any preliminary indications of catastrophic engine failure. All three propeller blades were accounted for onscene. Two propeller blades remained attached to the propeller hub, and one propeller blade separated at the ferrule. Each blade displayed chordwise scratches and one blade exhibited small gouges at the outboard leading edge.

Flight Controls

The left aileron flight control cable was continuous from the aileron to the left forward door post at the cockpit. The flap interconnect cable was continuous from the left wing bell crank to the right wing bell crank. This interconnect cable was pulled from the bell crank and separated at the swaged end by the investigation team.

The right wing flap was connected to the bellcrank through the push/pull tube. The right aileron direct cable was continuous from the right forward door post and had separated about midspan at the turnbuckle. The separation displayed broomstrawing consistent with overload. The aileron cable swaged end had separated from the right aileron bellcrank.

The elevator control cables were continuous from the center cabin floor to the elevators. Both the elevator trim and rudder control cables were continuous from the center cabin floor to the empennage; however, their continuity to their control surfaces could not be ascertained at the time due to the airplane's vertical orientation.