

From: [REDACTED]
To: [REDACTED]
Subject: N4110L C172 Athol ID - Windshield out spin training
Date: Thursday, August 26, 2021 1:56:49 PM
Attachments: [REDACTED]

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Andrew,

I drove up and inspected the Cessna N4110L and I believe this could go either way? I have attached the airworthiness pages from the FAA database, on the last page is a FAA Form 337 from a major repair from an accident in 1969 (see attached NTSB Accident Report) with wing ribs and skin replaced. The logbooks do not reflect any of the work performed during the annual signed off on that same date. I removed the right wing tip and observed leading edge spar cap rivets at the nose rib that were not standard factory quality. This has led me to conclude that the repairs from 1969 were not done in the wing gig and are most likely a result of the wrinkled skin on the wings, not the spin. There was no damage to tail cone or horizontal stabilizer or vertical fin that would be evident in an airframe over stress situation.

I do have quite a few pictures if you like to send me the Accellion picture download link I will be glad to share and get your thoughts. I have also looked at your 49 CFR 830 on damage, is there anything you know of for an in-flight failure of a "Part" ie. windshield to make this an accident?

Best Regards,

Todd T. Pryor
Aviation Safety Inspector



Federal Aviation Administration

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