



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

DATE August 8, 2022

AIRFRAME AND ENGINE EXAMINATION

WPR22LA016

This document contains 7 embedded photos.

A. ACCIDENT

Location: Kalispell, Montana
Date: 10/22/2021
Aircraft: Cessna 180H / N926LL
NTSB IIC: Fabian Salazar

B. EXAMINATION PARTICIPANTS:

Name: Fabian Salazar
ASI
National Transportation Safety Board
Federal Way, WA 98003

Name: Troy Meskimen
Federal Aviation Administration
Helena Flight Standards District Office
Helena, Montana

C. SUMMARY

The IIC did not travel to the accident site, nor to the secured recovery site. A representative of the Federal Aviation Administration examined the airplane at the accident site and provided photographs of the wreckage. The separation of the left-side main landing gear prevented an accurate measurement of the settings for the camber and toe-in.

D. DETAILS OF THE INVESTIGATION

Airframe Examination

Cockpit Documentation. The cockpit was not documented.

AIRFRAME

Fuselage. The fuselage sustained minor damage but did exhibit wrinkling of the sheet metal on the right side, just aft of the fire wall, and forward of the right main landing gear.

Right Wing. The right wing buckled downward, and the wing strut folded and exhibited a bend of about 80°. The right flap contacted the fuselage and sustained crumpling of the flap at the inboard area. The aileron was undamaged.

Left Wing. The left wing contacted the ground and sustained substantial damage from the outboard tip inboard to about mid-span. The wing was bent upwards from the wing tip inboard to about the location of the landing light. The left aileron sustained substantial damage and was bent upwards like to wing tip. Inboard of the landing light there appeared to be no damage.

Empennage. The empennage sustained substantial damage. The right-side horizontal stabilizer and elevator we not damaged. The vertical stabilizer and rudder sustained no damage. The left-side horizontal stabilizer and elevator exhibited upwards bends and wrinkling.

Main Landing Gear (MLG). The right-side main landing gear exhibited no damage. There was no wheel alignment shim between the axel and spring strut. The brake assembly remained attached, and the tire and spindle remained intact. The tire retained its seal. The left main landing gear separated from the fuselage. There was at least one wheel alignment shim between the axel and the spring strut. The tire lost its seal. The brake assembly remained attached.

Engine nacelle. The engine nacelle area exhibited no damage.

Propeller. The propeller was a two-blade McCauley design. One blade exhibited aft bending of about 90°. The other blade exhibited some tip contact, whit a small portion missing.

Flight Control Continuity. Flight control continuity was not checked, as the pilot did not complain of the flight controls during the flight nor the landing.

Engine. The engine was not examined. The pilot did not report and engine anomaly.

PHOTO EXHIBIT



Figure 1. Front view of N926LL. Photo courtesy of the FAA.



Figure 2. Rear view. Photo FAA.



Figure 3. Left wing. Photo FAA.



Figure 4. Right side view. Photo FAA.



Figure 5. Landing gear. Photo FAA.



Figure 6. Left main landing gear with shim. Photo FAA.



Figure 7. Right main landing gear without shim. Photo FAA.