

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR23FA225

ACCIDENT SITE EXAMINATION

June 19, 2023

TABLE OF CONTENTS

A. ACCIDENT	3
B. ACCIDENT SITE EXAMINATION	3
C. SUMMARY	3
D. DETAILS OF THE EXAMINATION.....	3
1.0 ACCIDENT SITE	3
2.0 AIRFRAME EXAMINATION.....	4
3.0 ENGINE EXAMINATION	8
4.0 PROPELLER EXAMINATION	8
5.0 METEOROLOGICAL INFORMATION	9

A. ACCIDENT

Location: McCall, Idaho
Date: June 12, 2023
Time: 10:29 Mountain Daylight Time
Airplane: N3138C, Cessna R182

B. ACCIDENT SITE EXAMINATION

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C. SUMMARY

On June 12, 2023, about 1029 mountain daylight time, a Cessna R182, N3138C, was substantially damaged when it was involved in an accident near McCall, Idaho. The pilot was fatally injured, and the passenger was seriously injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

GPS Location: 44.903 -116.102
Elevation: 5033 ft mean sea level (MSL)

Examination of the accident site revealed that the airplane impacted trees about ½ mile north of the departure end of runway 34. The first identifiable point of contact (FIPC) was a 150 to 175 ft tall tree that had damaged limbs near its top. The debris path was oriented on a heading of about 335° magnetic and was about 225 ft in length from the FIPC to the main wreckage, as seen in figure 1. Portions of the left-wing, left-wing tip and left aileron, were observed throughout the debris path. Several damaged trees were observed throughout the debris path. The fuselage

came to rest on its right side against a tree, on a heading of about 020° magnetic at an elevation of 5,033 ft mean sea level.

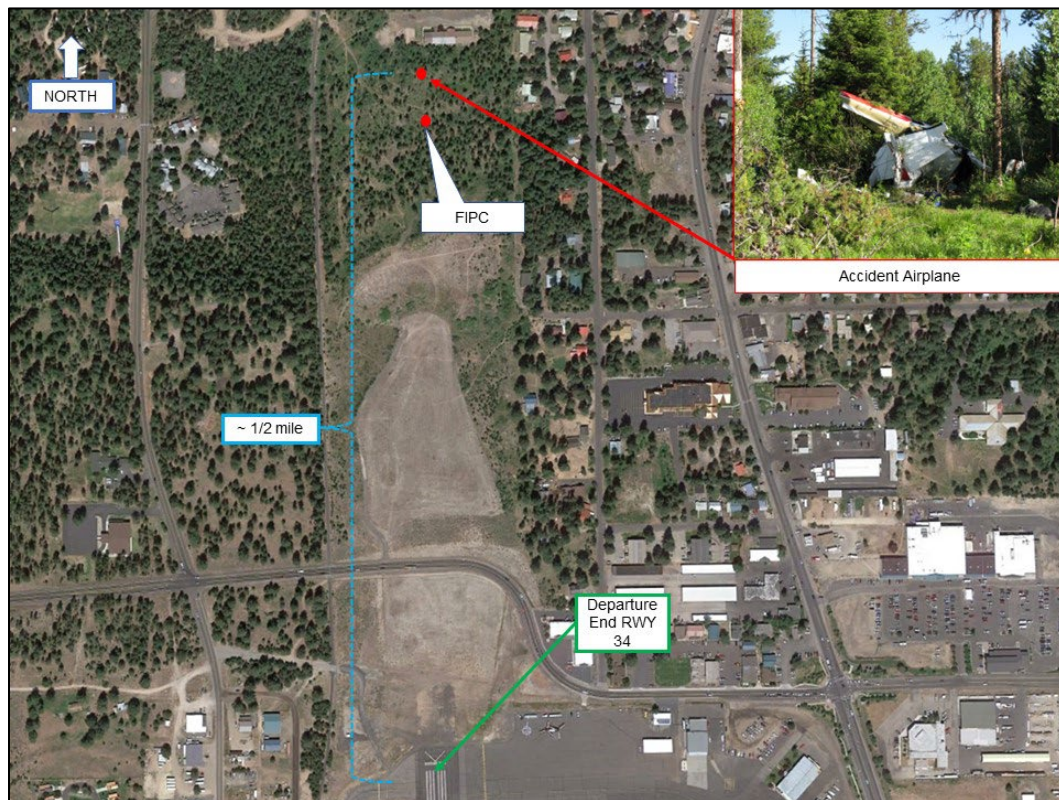


Figure 1: view of accident site diagram

2.0 Airframe Examination

N3138C - Cessna R182
SR# R18200239
Hobbs: 2050.8
Tach: 9626.6

The fuselage was mostly intact. The engine cowling, engine and propeller remained attached. Crushing and bending was observed throughout the cowling, consistent with impact damage. The engine cowling and forward portion of the fuselage were impact damaged and displaced to the left. The forward section of the fuselage, near the pilot door post had impact damage and was partially separated. Cut marks on the door post were consistent with first responder efforts to extract the pilot. The landing gear remained attached via the fuselage mounts and was extended. The left main landing gear, fracture separated near the tire.

The forward section of the cockpit was impact damaged. The instrument panel was impact damaged with multiple instruments displaced.



Figure 2: front view of accident airplane

Instrument Panel / Cockpit Documentation:

Master Switch: off
Mags/ignition: off
Pitot heat: off
Nav lights: on
Beacon light: on
Strobe lights: on
Taxi light: on
Landing light: on
Landing gear lever: down
Throttle control: full forward
Propeller control: full forward
Mixture control: full forward
Carb heat: off
Flap lever: up
Cowl flap lever: about ¼ open
Rudder trim: neutral
Elevator trim: take off
Fuel selector: both

The left wing separated from the fuselage at the wing root and fragmented into numerous sections. An inboard section of about 6 ft remained tethered to the fuselage by various wires. The left wing aileron control cable was observed exiting the fuselage near the wing root under significant tension. The left flap remained attached via its mounts. The flap was observed partially extended. The fuel cap was separated and not observed with the wreckage. The bottom side of the wing surface exhibited hydraulicing. Crushing and bending was observed throughout the inboard wing section. The outboard section of the left wing was observed in the debris path and was bent in a semi-circular shape. The aileron remained attached via its mounts. Crushing and bending was observed throughout the outboard wing section.



Figure 3: view of left wing outboard section

The right wing separated from fuselage at the wing root and remained tethered to the fuselage by various wires. The wing was twisted and came to rest under the fuselage. Crushing and bending was observed throughout the wing span. The right flap and aileron remained attached via their mounts. The flap was observed fully retracted. The right wing aileron control cable was observed exiting the fuselage near the wing root under significant tension. The right main fuel tank fuel cap was observed in place and secure.



Figure 4: view of right wing

The empennage separated from the aft fuselage, near the leading edge of the horizontal stabilizer and was tethered to the fuselage by various wires. The vertical stabilizer, rudder, horizontal stabilizers, elevator, and elevator trim tabs remained attached and secure to their respective mounts. Both elevator and rudder flight control cables remained attached to their respective mounts. The rudder and elevator control cables were observed exiting the aft fuselage under significant tension. Crushing and bending was observed throughout the empennage.



Figure 5: view of empennage

3.0 Engine Examination

Engine Manufacturer: Lycoming
Engine Model Number: O-540-J3C5D
Engine Serial Number: L-21713-40A

The engine remained attached to the engine mount and fuselage. All six cylinders and all engine accessories remained attached. The number 1 and 2 cylinder rocker box covers exhibited impact damage. The exhaust remained attached to the engine and exhibited impact damage to the left side. No evidence of any mechanical damage was observed to the engine crankcase.

4.0 Propeller Examination

Manufacturer: McCauley
Model Number: B2D34C14-B
Serial Number: 120337

The airplane was equipped with a two blade McCauley propeller. The propeller and propeller hub remained attached to the engine. Propeller blade A exhibited aft bending about mid span, with unidirectional striations on the cambered side of the

blade and polishing along the leading edge. Propeller blade B exhibited polishing along the leading edge.

5.0 Meteorological Information

KMYL 121651Z AUTO VRB03KT 10SM CLR 17/11 A2999 RMK AO2 SLP123
T01670106

At 1051, the automated weather observation station at KMYL reported wind variable at 3 knots, visibility 10 statute miles, sky clear, temperature 17°C, dew point 9°C, and an altimeter setting of 29.99 inches of mercury.

Submitted by:

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Air Safety Investigator