

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR23LA350

AIRFRAME AND ENGINE EXAMINATION REPORT

June 11, 2024

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A. ACCIDENT

Location: Challis, Idaho
Date: September 20, 2023
Time: 1445 mountain daylight time
Airplane: Cessna U206 / N3932G

B. AIRFRAME AND ENGINE EXAMINATION REPORT

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C. SUMMARY

On September 20, 2023, about 1445 mountain daylight time, a Cessna U206 airplane was substantially damaged when it was involved in an accident near Challis, Idaho. The pilot and three passengers were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 135 on-demand air taxi flight.

The IIC did not travel to the accident site. A review of photographs provided the data for the component descriptions.

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

1.1 Fuselage

The fuselage exhibited less than substantial damage throughout.

1.2 Empennage

The left-side horizontal stabilizer and elevator were substantially damaged with upward bending and wrinkling of the internal structure and sheet metal.



Figure 1. Substantial damage to the left horizontal stabilizer and elevator. Photo courtesy of the pilot.

1.3 Wings

The left wing sustained non-substantial damage to the wing tip. The right wing, aileron, and flap received no damage.



Figure 2. Left wing damage. Photo pilot.

1.4 Landing Gear

The left main gear spring assembly (MGSA) fractured and separated from the lower fuselage. A section remained attached to the lower fuselage at the mount. Both sections of the left MGSA were shipped to the National Transportation Safety Board (NTSB) Materials Laboratory for further examination. The right main gear spring assembly and the nose gear assembly remained secured to the lower fuselage at their respective mounts.



Figure 3. Left main gear spring assembly. Photo pilot.



Figure 4. View of the fractured surface of the left main gear spring assembly. Photo owner.

1.5 Cockpit

The cockpit was not damaged.

1.6 Fuel/Fuel System

The fuel system was not examined.

2.0 Engine Examination

The engine remained attached to the undamaged engine mounts and was not examined.

3.0 Propeller Examination

The three-bladed aluminum propeller remained installed to the engine as was not damaged.



Figure 5. Front view showing the propeller, engine nacelle, nose and right main gear spring assembly.
Photo pilot.

Submitted by:

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