



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

November 28, 2012

ACCIDENT SITE EXAMINATION SUMMARY

WPR13FA053

This document contains 0 embedded photos.

A. ACCIDENT

Location: Bondurant, Wyoming
Date: November 17, 2012
Aircraft: Cessna 182D, N61LN
NTSB Investigator-in-Charge: Joshua Cawthra

B. SUMMARY

Examination of the accident site was conducted on November 27, 2012. All major structural components of the helicopter were located at the accident site. The wreckage was recovered to a secure location for further examination.

C. DETAILS OF THE INVESTIGATION

1.0 Accident Site Examination

Initial Impact: N43 00.522, W110 33.804 – Elevation: 10,030 feet
Main Wreckage: N43 00.501, W110 33.812 – Elevation: 10,153 feet

Accident site was about 35 miles on a heading 280 degrees from the intended destination
Accident site was about 1.5 miles on a heading of 104 degrees from the last radar target

Examination of the accident site revealed that the airplane impacted mountainous terrain on a heading of about 200 degrees magnetic. The wreckage debris path was oriented on an approximate heading of 200 degrees magnetic and was about 133 feet in length. The first identified point of contact (FIPC) was a group of freshly topped trees approximate about 15 feet in height. Extending from the FIPC was portions of both the left and right wings, and elevators, partially submerged within 12 to 24 inches of snow. The aft portion of the fuselage behind the baggage bulkhead came to rest upright on a heading of about 309 degrees magnetic. The forward portion of the fuselage was found inverted underneath the aft portion of the fuselage.

Both wings were separated from the fuselage. The empennage remained attached to the fuselage. The outboard portions of the left and right elevators and horizontal stabilizers were separated. The top portion of the rudder and vertical stabilizer were separated. Numerous instruments were displaced from the instrument panel and located adjacent to the main wreckage.

The flap cables were separated. The rudder and elevator flight control cables were intact from their respective flight controls forward to the aft baggage bulkhead where the fuselage was folded over.

The engine was submerged within snow. The propeller assembly was separated from the engine. One of the three blades was separated from the propeller hub. The remaining propeller blades remained attached to the propeller hub, however, rotated freely within the hub.

All major structural components of the airplane were located within the wreckage debris path.

The emergency locator transmitter (ELT) was removed by Search and Rescue personnel. Review of photo documentation revealed that the ELT switch was in the “OFF” position and that both the remote switch cable and antenna cable remained attached. The ELT switch was placed in the “ON” position by the NTSB IIC and was found to function normally.

The wreckage was recovered to a secure location for further examination.