Examination Summary

Cessna 172R, N994CP

The airplane came to rest on a golf course about 1,200 ft north of runway 9's centerline. The airplane resting heading was about 170°. A ground scar consistent with a left main landing gear impression was observed about 70 ft north of the wreckage. Also, abeam this ground scar to the east was a depression consistent with left wing contact. A ground scar consistent with a cowling and nose landing gear impression was found about 58 ft north of the wreckage. Retaining clips consistent with nose landing gear clips were found near this scar and the scar exhibited a depression consistent with a propeller strike. The fuselage's center section was found melted, deformed, and discolored by fire. Sections of the left and right wing struts were found under their wings. The outboard section of the left wing was deformed and wrinkled upward and rearward, consistent with ground contact. The empennage was found upright. The engine and its attached propeller were found inverted and the engine was partially connected to the firewall, underneath the forward fuselage. An outboard section of one propeller blade was melted and the other propeller blade exhibited forward bending.

An on-scene investigation was conducted. Flight control cables were traced, and control continuity was established to all control surfaces from the cockpit area. Engine control cables were traced and control continuity was established from the cockpit area to the engine. Removed sparkplugs exhibited a normal combustion appearance when compared to a Champion Aviation Check-A-Plug chart. The engine exhibited a thumb compression at three cylinders when the crankshaft was rotated. All rocker covers were removed, and all valve train components moved accordingly when the crankshaft was rotated. The No. 4 cylinder was removed, and it had material under its exhaust valve. Oil was observed within the engine crankcase when the cylinder was removed. The oil screen and oil filter were examined, and no debris was observed in them. The fuel servo screen did not contain any debris when it was examined. The rear mounted engine accessories exhibited deformation and discoloration consistent with thermal fire damage. The flap jackscrew was observed, and it did not exhibit any thread extension, which is consistent with retracted flaps.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator