



RECORD OF E-MAIL CORRESPONDENCE

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Date: April 19, 2022
Person Contacted: Cheryl M. Villa (FAA)
NTSB Accident Number: WPR22LA147

Narrative:

The following is a synopsis of the information provided inspector by Cheryl M. Villa in an e-mail correspondence.

On April 11, 2022, she and Inspector Gredlein conducted an examination of N733EJ, a Cessna 172N.

Examination of the recovered airframe revealed both wings had been removed by the recovery organization for transport. The forward section of the fuselage, near the cockpit was impact damaged and the nose landing gear was separated. The damage to the nose gear was consistent with a deflection to the right at or about the time of separation. The bolt, spacer, and nut connecting the upper torque link and the lower torque link was missing and not observed with the wreckage. No damage to the area where the upper torque link and the lower torque link connect was observed. Damage to the nose gear and the right main gear appeared to be consistent with impact damage when the airplane exited the runway and impacted a ditch.

All three tires showed no indication of rubbing or skidding except for a small flat spot on the right main tire.

The right main tire was flat, and the hub was dislodged from the bearing which appeared to occur post-accident.

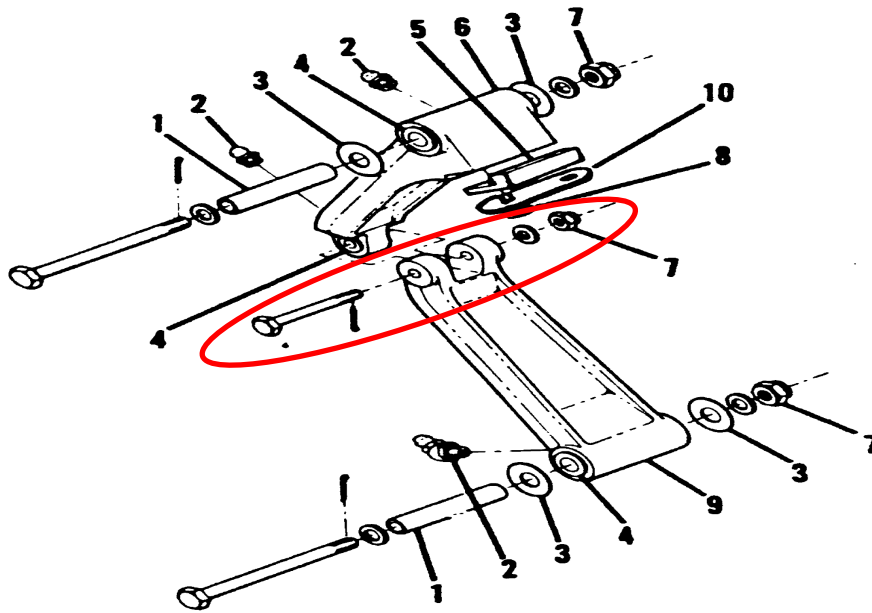


Figure 1: Diagram of nose gear torque links (photo courtesy of the manufacturer)



Figure 2: View of nose landing gear (photo courtesy of the FAA)



Figure 3: View of right main landing gear (photo courtesy of the FAA)



Figure 4: View of left main landing gear (photo courtesy of the FAA)

Flight control continuity was established from all primary flight control surfaces to the left and right cockpit controls. Separations in the control cables were consistent

with cuts made by recovery personnel to facilitate recovery of the airplane. Additionally, the rudder moved correctly with the pedals and binding was consistent with impact damage.

The propeller blades were slightly bent aft indicating a low power setting at the time of impact.