



MEMORANDUM FOR RECORD

Jason Aguilera
Senior Air Safety Investigator
Central Region

NTSB Accident Number: CEN16LA259

Inspectors from the Federal Aviation Administration examined the airplane and found the flap assembly “seized” or bound at the flaps down position. A review of the maintenance log books found entries concerning the flaps in the preceding six months. The inspectors removed the flap motor assembly and shipped it to the Wichita Aircraft Certification Office until an examination could be scheduled.



Figure 1 – The flap motor assembly as found by inspectors from the FAA FSDO (FAA photo)

The flap actuator motor, jackscrew, and flap tube assembly were sent to APPH Wichita Inc. the vendor of the flap motor assembly for an examination. Under the auspices of inspectors from the Federal Aviation Administration and with assistance from Textron Aviation, the jackscrew was unboxed and examined. The flap tube assembly on the flap actuator motor was found fully extended and bound. The tube assembly was freed from being bound and when examined showed no anomalies. The flap actuator motor was energized, and the assembly operated normally. Further examination did not find a reason for why the tube assembly had become bound. No anomalies were detected with the jackscrew or the flap actuator motor.

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