



RECORD OF EXAMINATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: July 13-19, 2017
Participants: Richard Anderson; Federal Aviation Administration; Detroit FSDO
NTSB Accident Number: CEN17LA257

Narrative:

On July 13, 2017, FAA inspectors examined the airplane and found that the Garmin 1000 multi-function display did not have an inserted SD memory card. A review of the available maintenance records did not show that the aircraft had been updated for the installation of an SD memory card. The nose pitch trim was in the full-down position. Inspectors applied airplane's battery power and actuated the nose pitch trim through its travel limits and noted that it functioned without anomaly. When one-half of the pitch trim's split toggle control switch, which was mounted on the pilot's control yoke, was actuated, the trim would not engage, consistent with proper functioning of the control switch. The elevator and ailerons were moved using the pilots (left seat) yoke and moved throughout its range from stop to stop without displaying binding or excessive control force.

On July 19, 2017, a post-accident examination of the airplane was performed by an airframe and power plant mechanic with inspection authorization under the supervision of the FAA. Flight control continuity, tension, and freedom was confirmed. The control surface deflections for the ailerons, elevator, elevator trim tab, and wing flaps were within limits specified in the airplane's type certificate data sheet. The examination of the Auto Pilot Preflight Self Test performed per 182T NAV III Skylane Information Manual, Supplement 3, pages S3-22 to S3-26. No discrepancies were noted with the autopilot system during the examination. Engine compression from all cylinders was confirmed. Ignition timing was within the engine's type certificate data sheet specifications. Fuel samples taken from the fuel sump drains and header tank revealed no fuel contamination. The engine fuel injector flow and volume were tested, and no anomalies were noted. Examination of the propeller governor adjustment revealed no anomalies.

Mitchell Gallo
Air Safety Investigator