

N7893F Examination Summary - FAA and Textron

At temp storage on airport field removed flap inspection panels

- Inside of wings painted white
- Wiring was a mix of new and old
- Examined flap micro switch with inspection mirror, all wires connected
- Battery had been removed and placed in hangar at airport
- Flight control cable continuity confirmed
- Elevator trim neutral
- Propeller appeared undamaged
- Couple of engine mounts broken
- Carburetor partially separated from engine
- Nose wheel separated

Aircraft was flipped over (tail over nose) and moved to a hangar

- Shoulder harnesses connected to lap belts
- Flap handle was in middle, neutral position
 - Switch is hold in down position and spring loaded back to middle
 - Stays in up position
- Fuel off
- Master off
- Strobe on
- Switch down - Taxi light on (bottom position, OFF in middle, landing light top position)
- Radio on
- Dome light off
- Nav light off
- Carb heat out
- Primer locked
- Mixture full rich
- Throttle out about 1.5 inches
- Carb heat appears pulled out somewhat, however, I couldn't move it
- Connected battery and turned on master, systems came online
- Moved flap handle to up position and flaps retracted
- Held flap switch in down position and flaps extended
- Held flap handle down for approximately 10 seconds after flaps extended and then retracted flaps
- Extended flaps part way, retracted part way, extended more, retracted part way
- Jiggled flap handle during extension and retraction cycle
- Pulled flap breaker and flaps stopped moving, pushed it back in and flaps started again
- Turned on all electrical systems and flaps worked without issue
- Wiggled wires in wing while extending and retracting flaps with no issues
- Orange wire to flap motor in wing exhibited insulation damage where the wire exited out of the motor. Some wire strands observed. Moved wire around during extension and retraction cycles with no issues noted
- All main circuit breakers (ADS-B system had its own breaker in different location) connected via bus bar

- Bus bar and flap power wire connected tightly to flap actuator circuit breaker
- 2nd wire from flap circuit breaker provided power to start relay through key switch
- Found loose wire at starter. When wire was not connected starter would not engage.