

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23LA049

ENGINE & FUEL SYSTEM EXAM

April 12, 2023

A. ACCIDENT

Location: Durango, CO
Date: November 24, 2022
Cessna 182

SUMMARY

1.0 Engine & Fuel System Examination

- The engine remained attached to the fuselage.
 - Both wings were removed from the fuselage before investigators arrived.
 - Impact damage to the Number 5 valve cover.
 - Exhaust had impact damage.
 - Muffler and carburetor had impact damage.
 - Oil was present in all cylinders.
 - The mixture control cable was continuous and correct from the cabin to the carburetor. Mixture traveled freely; however, full movement was inhibited by impact damage.
 - Throttle control cable continuity was confirmed from the cabin to the carburetor.
 - Carburetor heat continuity was confirmed but was inhibited by impact damage.
 - Fuel consistent with 100 LL observed in the gascolator. Tested with SAR-Gel, no water noted. No visible contamination.
 - Cylinder covers were removed - Number 1 cylinder intake valve slightly loose.
 - Top spark plugs removed and when compared to Champion Check-a-Plug chart. They were all consistent with "worn out normal."
 - All 6 Top magneto p-leads sparked when both magnetos were rotated.
 - All 6 cylinders exhibited thumb compression when tested.
 - All intake and exhaust valves moved as expected when the engine was rotated through at the propeller.
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- Fuel selector moved freely to left tank, right tank, both, and off with good detent.
 - Fuel tanks were borescoped, no anomalies noted.
 - Fuel lines for both wings were pressure tested from tank to outlet, no anomalies noted.
 - Fuel lines from fuselage to fuel selector to gascolator pressure tested – no anomalies noted.

Submitted by:

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