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Aviation Safety - Central Region

**Date:** March 6, 2024

**Subject:** CEN24LA118, Record of Examination

**Contact:** Brooks Vaughan, Aviation Safety Inspector, Principal Maintenance Inspector, Federal Aviation Administration, Jackson Flight Standards District Office

Ryan Roth, Air Safety Investigator, Textron Aviation

Post-accident examination of Cessna 182P, N14YY, was performed by Brooks Vaughan and Ryan Roth.

The tachometer hours displayed 1436.8.

The HOURS indicator displayed 446.5.

The post-accident examination of the aircraft was performed after the aircraft was recovered and at Southern Aircraft Recovery, LLC, Baton Rouge, Louisiana. The left and right wing tanks were empty of fuel. The examination of the fuel system revealed that the left wing and right wing fuel tank caps were Monarch Fuel Caps that were installed under a supplemental type certificate. The left fuel cap did not allow air to be drawn inward toward the cap base when suction was applied to the bottom of the cap. Suction was then applied to the bottom of right wing fuel camp and air was drawn inward. A greater suction force then was applied to the bottom of the left wing fuel cap and air was drawn inward.

The right wing fuel cap allowed air to be drawn in when suction was applied to the bottom of the cap.

The wing vent lines were unobstructed.

The left and right wing bladder tanks were attached, secured, and exhibited no wrinkles. There was no debris in the left and right wing bladder tanks. The left and right wing forward and aft fuel line outlet screens were unobstructed. Shop air was blow into the left and right wing forward and aft fuel outlets and air exited the gascolator outlet, which was consistent with no blockage and a fuel selector position of BOTH. The gascolator screen and bowl did not contain debris.

The fuel lines leading to and exiting the fuel selector assembly were attached and secure. The fuel selector handle was broken off from the fuel selector input shaft due to impact damage. The fuel selector valve position was confirmed to be in the BOTH position. The fuel selector operated with no binding/sticking, and detents were felt through each of the LEFT, RIGHT, BOTH, and OFF positions.

The wing flaps and the cockpit wing flap indicator were in the fully retracted position. Flight control continuity was confirmed from the control surfaces to the cockpit controls.

The cockpit rudder trim indicator exhibited accident damage and was off its scale. The indicator tip was in the full nose right stop. The rudder trim/nose wheel bungee sprocket was nearly fully rotated to its full nose left trim stop.

The cockpit elevator trim indication was slightly above the TAKE OFF triangle reference position and the elevator trim actuator was in the neutral position.