



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

October 16, 2018

Subject: ERA18LA233, N1537U, Cessna 172M, August 26, 2018, New Kent, Virginia
Follow-up airframe examination summary

On October 16, 2018, a follow-up airframe was examined at a salvage facility. Present were:

Peter Wentz
National Transportation Safety Board
Ashburn, VA

David Harsanyi
Lycoming Engines
Williamsport, PA

Henry Soderlund
Textron Aviation
Wichita, KS

Summary of airframe examination findings:

- All flight controls remained attached to the airplane
- Flight control continuity was established for the ailerons, elevator, elevator trim tab and rudder
- The elevator trim tab actuator was extended 1.4" which equates to a about 5° trim tab trailing edge up (airplane nose down)
- Both wing tank outlet finger screens were absent of debris
- The fuel selector valve was in the BOTH position
When compressed air was blown into either of the valve inlet ports, air would exit the other inlet port and the outlet port, regardless of the position of the valve. The valve was disassembled, and no anomalies were noted, and no debris was found. The valve was then soaked in 100LL fuel for 2 hours and reassembled. After assembly, very little air would pass through the valve when in the OFF position.
- The gascolator was empty, and absent of debris

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