



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

June 15, 2016

AIRFRAME AND ENGINE EXAMINATION SUMMARY

WPR16LA094

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A. ACCIDENT

Location: Selma, California
Date: April 18, 2016
Aircraft: Cessna 182A, N9909B
NTSB Investigator-in-Charge: Joshua Cawthra

B. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

Examination of the recovered airframe and engine was conducted on June 15, 2016, at the facilities of Plain Parts, Pleasant Grove, California, by representatives of Cessna Aircraft and Continental Motors Inc. under the supervision of the NTSB IIC.

Both wings and the empennage were separated from the airplane to facilitate recovery of the wreckage. Personnel from the recovery company reported that there was less than 2 quarts of fuel in either fuel tank. Both the left and right fuel caps remained attached and secure. The airframe was intact and undamaged. The nose wheel landing gear was separated. Impact damage to the airframe air filter and air box was observed. When an alternate fuel source was plumbed to the right wing fuel inlet port, fuel was observed leaking out of the airframe fuel strainer. The fuel strainer valve was found stuck in the open position along with an abundance of sand like debris. The debris was cleaned away, and the fuel strainer valve closed normally.

2.0 Engine Examination

All accessories remained attached, the ignition harness was intact, and the right side engine mounts were fractured. The left side exhaust was damaged. The crankshaft was rotated by hand, and thumb compression was obtained on all cylinders. In addition, when the crankshaft was rotated, spark was observed on all ignition leads. Due to propeller damage, a test club propeller was installed on the engine in order to facilitate an engine run.

An external power supply was connected to the airplane's electrical system, and the engine was started. Initially, the engine ran for about 80 seconds before losing power. Multiple attempts were made to start the engine again, however, the engine would only start when primed, and would not continue running once the initial primer fuel was exhausted. The carburetor was then removed from the engine and disassembled. A small amount of sand like debris was cleared from the Mixture Metering Sleeve using light air pressure. No other anomalies were noted with the carburetor. The carburetor was reassembled and reinstalled on the engine. The engine started, and ran continuously at various power settings until the mixture control was moved to the idle cutoff position. The sources of the debris located within the carburetor mixture metering sleeve was undetermined.

Submitted by: Joshua Cawthra