



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

April 5, 2018

AIRFRAME / ENGINE EXAMINATION SUMMARY

WPR17LA160

This document contains 0 embedded photos.

A. ACCIDENT

Location: Arbuckle, California
Date: July 22, 2017
Aircraft: Cessna 182L, N42143
NTSB Investigator-in-Charge: Joshua Cawthra

B. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

Examination of the recovered airplane by the National Transportation Safety Board investigator-in-charge (IIC) revealed that the flap handle was set to 20 degrees. Corresponding impact marks, consistent with the flaps were observed on both the left and right sides of the fuselage. The marks were found consistent with a flap setting of about 20 degrees. The flap actuator was measured at 3.9 inches, or about 20 degrees of flaps extended. The elevator trim was found in a position consistent with a takeoff setting.

2.0 Engine Run

An external fuel source was attached to the right wing fuel inlet line and a substitute propeller was installed due to propeller damage. The engine was primed and started normally. The engine was run throughout various power settings for about 10 minutes before it was shut down using the mixture. During the engine run, a left and right magneto check was conducted, noting an approximate 120 rpm drop for both magnetos. The carburetor heat was tested and found to function normally. In addition, the propeller was cycled multiple times with no anomalies noted.

No evidence of any preexisting mechanical malfunction that would have precluded normal operation of the airplane was found.

Submitted by: Joshua Cawthra