



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

September 10, 2018

AIRFRAME / ENGINE EXAMINATION SUMMARY

WPR18LA149

This document contains 0 embedded photos.

A. ACCIDENT

Location: Aberdeen, Idaho
Date: May 27, 2018
Aircraft: Cessna 182, N5700B
NTSB Investigator-in-Charge: Joshua Cawthra

B. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

Examination of the recovered airplane revealed that the right and left wings remained attached to the fuselage. Both the left and right wing fuel caps were secure to the wing. No fuel was observed in the left wing fuel tank, and about 1 gallon of fuel was drained from the right wing fuel tank. The fuel vents were free of debris. The airframe fuel filter (gascolator) was intact, and contained some fuel, which was free of debris. The screen was free of debris. The fuel selector valve handle was in the “off” position. The primer was in the “in and locked” position. The propeller lever was in the full forward position. The throttle lever was about 3 inches from full forward. The mixture lever was full rich. The carburetor heat was in the off position.

2.0 Engine Examination

The engine, a Continental O-470-L, serial number 68989-9-L-4, was separated from the airframe and its mounts. The oil sump was impact damaged. The exhaust was impact damaged and separated from both sides just below the header stacks. A portion of the induction system (aft elbows) was separated. The upper spark plugs and propeller were removed. The engine crankshaft was rotated using a hand tool attached to an accessory drive pad. Rotational continuity was established throughout the engine and valve train. Thumb compression and suction was obtained on all six cylinders.

The magnetos remained attached to the engine. When the crankshaft was rotated by hand, both the left and right magnetos produced spark on each ignition lead in proper firing order. The upper spark plugs had a light gray appearance within the electrode area, and appeared to be oil soaked, and exhibited a normal-worn out service life.

The carburetor was separated from the induction system. The throttle and mixture arms remained attached and actuated freely from stop to stop. When the throttle arm was actuated, the accelerator pump actuated, however, no fuel was expelled. The carburetor was disassembled. No fuel was observed within the float bowl. The plastic floats were intact. The needle valve was intact. The carburetor fuel screen was free of debris. The venturi was intact.

Submitted by: Joshua Cawthra