



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

October 1, 2019

AIRFRAME AND ENGINE EXAMINATION

WPR19LA201

This document contains 4 embedded photos.

A. ACCIDENT

Location: King City, CA
Date: July 20, 2019
Aircraft: Cessna R182; N3268C
NTSB IIC: Andrew Swick

B. EXAMINATION PARTICIPANTS:

Andrew Swick-NTSB IIC

C. SUMMARY

Examination of the recovered airframe and engine was conducted on September 5, 2019 at Air Transport in Phoenix, Arizona. The alternator was tested at the Falcon Aero a facility in Mesa, Arizona on October 1, 2019. No anomalies noted during the examination of the recovered airframe and engine.

D. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

The wings and horizontal stabilizer were removed during the relocation of the wreckage and were not examined at this time. The fuselage was undamaged, and the landing gear was down and locked into the down position. The wheel wells were examined, and no anomalies were noted to the landing gear system. The airplane's battery was charged, and the fuselage was positioned for a gear swing. The landing gear worked normally during the gear swing. The emergency landing gear extension system operated normally. The cabin interior, including the electrical connections behind the instrument panel was examined, and no anomalies were noted.

2.0 Engine Examination

The upper and nose cowling were removed. The engine was undamaged, and no anomalies noted. The battery cover was removed, and all connections were secure. The alternator's electrical connections were secure, and the drive belt was tight on the drive pulley. The alternator was removed from the engine and the alternator drive shaft rotated freely by hand. The firewall and all of the electrical connections in that area were examined and no anomalies noted. The electrical connections in the cockpit behind the instrument panel were examined and no anomalies noted.



Figure 1-Accident Airplane, Examination



Figure 2-Alternator installed

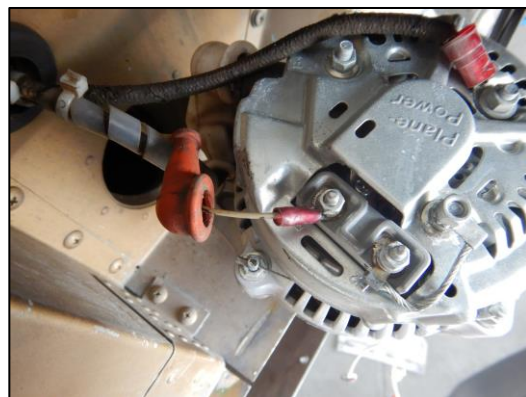


Figure 3-Alternator removed

Submitted by: Andrew Swick