

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR22LA296

SERVO EXAMINATION

November 29, 2022

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A. ACCIDENT

Location: Corona, California
Date: August 9, 2022
Time: 1231 Pacific daylight time
Airplane: Piper, PA-32-300, N841AD

B. SERVO EXAMINATION

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C. SUMMARY

On August 9, 2022, about 1231 Pacific daylight time, a Piper, PA-32-300, N841AD, was substantially damaged when it was involved in an accident near Corona, California. The pilot and passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

D. DETAILS OF THE EXAMINATION

Manufacturer: Precision Airmotive Corporation
Part Number: 2524273-12
Model Number: RSA-10ED1
Serial Number: 72066401

A visual examination of the recovered fuel servo revealed that, the fuel servo was intact and undamaged. The throttle and mixture levers were intact, undamaged, and moved freely from stop to stop when manually manipulated. The fuel servo inlet fuel screen was removed, and no debris was observed.

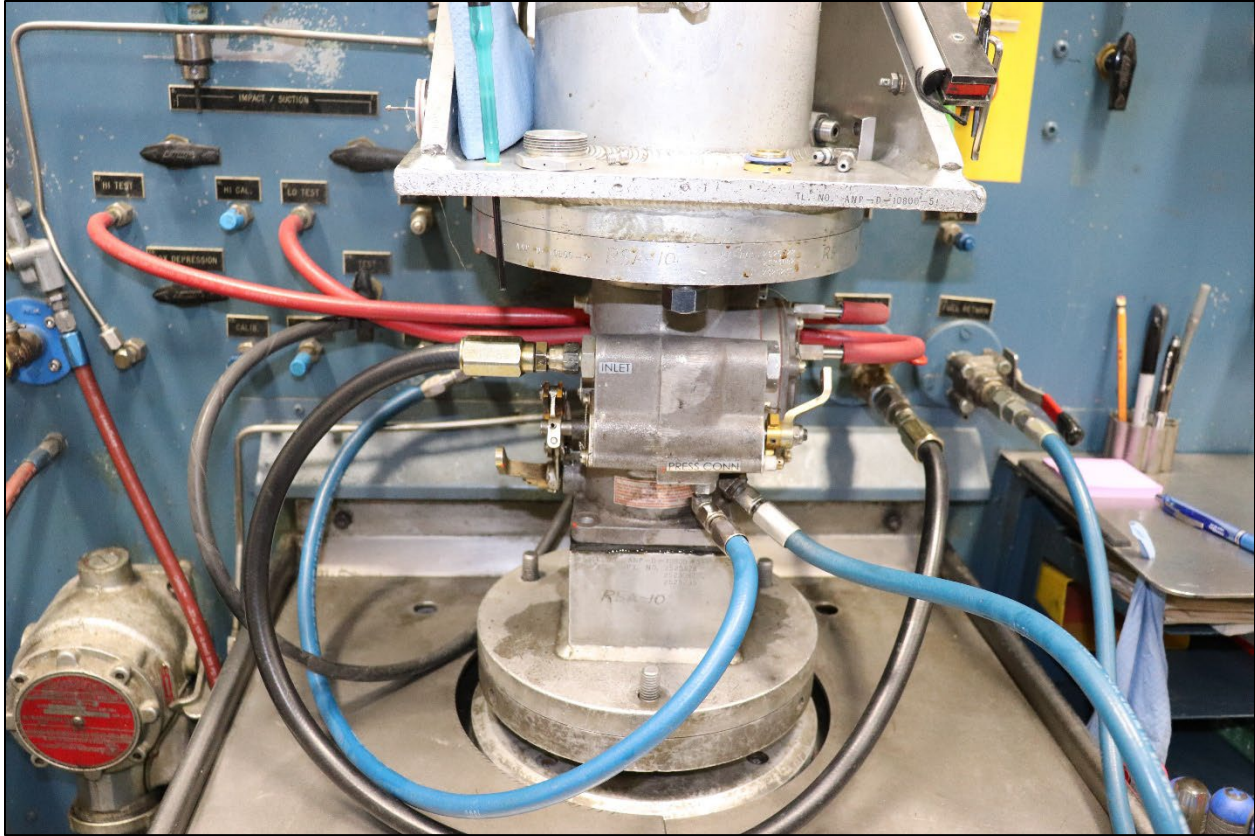


Figure 1: View of fuel servo connected to test stand.

The fuel servo was connected to a test stand and performed within manufactures field service limits specifications when tested. The kinked/twisted fuel line was connected to the servo fuel inlet and test at full throttle, a reduced fuel flow of about 3 lbs./hr. was observed.

Test fluid was observed in the venturi and air side of the regulator. The servo was removed from the test stand and disassembled. No anomalies were noted in the idle lever assembly, mixture lever assembly, or regulator. The servo was reassembled, pressure tested, and no leaks were observed. The test fluid previously observed in the venturi and air side of the regulator was consistent with a loose fastener on the regulator housing.

Submitted by:

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Air Safety Investigator