

# National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA037

## **AVIONICS EXAMINATION SUMMARY**

Factual Report

Jan 16, 2024

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## **A. ACCIDENT**

Location: La Jolla, CA  
Date: 10/15/2023  
Time: 2120 PST  
0520 UTC  
Airplane: N1400, P210N

## **B. AVIONICS EXAMINATION SUMMARY PARTICIPANTS**

NTSB-IIC                      Albert Nixon  
                                     NTSB, AS-WPR  
                                     Phoenix, Arizona

## **C. SUMMARY**

Examination of the airplane wreckage was conducted on Jan 16, 2024, at the Air Transport facility, in Phoenix, Arizona. No evidence of preimpact mechanical failures or malfunctions that would have precluded normal operation were noted during the examination of the airplane's avionics.

## **D. DETAILS OF THE EXAMINATION**

### **1.0 Avionics Examination**

To set up, the airplane fuselage was put on stands, and a battery charger was connected to the battery to provide power. The avionics master and battery master were turned on and the airplane instruments were appropriately powered.

A Leversab Arts 7000 aircraft navigation test set device was utilized to check the navigation and ILS of the aircraft. Tuned to test frequencies course headings were correct on all test points on the HSI and CDI. The to/from indicator was checked and responded appropriately. When testing was complete, the system testing was turned off and the heading and nav glide slope flaps appropriately reappeared.

The autopilot was checked coupled with the navigation. When checked with the heading mode, the command bars in the HSI gave appropriate heading corrections, to correct to the course. When coupled to the Nav source (ILS), the HSI gave appropriate heading corrections to correct to the course. When on course, the HSI showed the final course centered and the command bars were straight and level. When power was removed with the autopilot engaged, the AP on/off switch remaining in the selected position (autopilot engaged).

Overall, the examination of the avionics revealed no failures or malfunctions that would have precluded normal operation.

Submitted by:

Albert Nixon  
Senior Aviation Accident Investigator