

May 2, 2022

To whom it may concern:

This letter is regarding Lycoming IO-360 -M1A S/N: L-32697-51A

Engine was involved in an accident and has been burned. It was determined to not be practical to set engine up to run on a test stand. Too many components have been damaged by heat and would not be operational.

We performed a thorough visual inspection of engine, crankcase, fuel system, cylinders and accessories.

No visible holes were found in crankcase, no pre-accident damage was noted on the cylinders and accessories.

Crankshaft is intact and rotates in crankcase.

Magnetos though burnt significantly, appear to rotate and found no indication of internal failure prior to the accident. Ignition harness appears to be intact except for damage from post-accident fire.

Accessory gear train appears to be intact and moves freely – no pre-accident damage was noted.

All Cylinders appear to be intact, and each cylinder build compression. No holes or pre-accident damage noted.

Fuel servo and injection system appear to be intact – throttle and mixture control arms move appropriately.

Induction and exhaust systems though significantly damaged in the accident / fire, Appear to have been attached and intact prior to the accident.

Our assessment, based on what systems we were able to inspect, is that this engine appears to have been in an operational condition. No observations were made that would suggest a catastrophic engine failure occurred to cause a significant power loss.

Sincerely, Nathan Howard –