

N691YW Engine exam notes
02/07/2024

ASI Andrew Rasmussen

Contract Mechanic Richard Pellegrino

Events of Day:

Meet at HNL T-Hangers

Consulted with Rich

Pulled SD cards from both G1000 displays (photos for position and orientation)

Hoist engine up (photos)

Removed lower cowling

Note: Oil quick drain open (dipstick dry and there was oil on ground at scene)

Visual of fuel injection servo- full throttle and mixture rich (unable to move controls from cockpit)

Air intake/filter box crumpled, cloth type filter in place

Pulled lower plugs, all dry and clean

Removed valve covers, no obvious damage seen, crank at #3 intake #2 exhaust

No bent pushrods/holes in the case/any other evidence of internal failure

Removed alternator and starter (photo)

Removed fuel injection servo

Mixture control moves easy when disconnected

Throttle/butterfly does not move- good confirmation of full throttle at end

Removed fuel servo (bottom flange to oil sump had one ear bent at stud (photo)

Plenum clear (photos)

Servo internal looking back-to-front clear (photo)

Removed air filter- clear from front (photo)

Last chance filter clean

Exhaust

Cut open inspection hole in tailpipe by muffler (tailpipe itself badly bent from the crash)

Able to flashlight and mirror an obstruction in the muffler output (about 3/4 coverage)

Removed exhaust assembly from engine

Cut remaining of tailpipe circumference to gain access for direct viewing

Notes:

Unable to check compressions or magneto timing due to detachment of propeller & prop flange of crankshaft upon impact.