



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office

Inspector Statement

September 29, 2014

On September 24, 2014, I received the phone call from the pilot/mechanic of N50889, he stated that he forgot to put the oil in his aircraft after an oil change on the weekend causing the engine to lose power resulting in the accident. The record of conversation is attached.

After the phone conversation Inspector Mike John returned to the aircraft hangar and verified that no oil was in the engine by reading the dip stick, opening the quick drain and removal of the oil filter.

On Thursday September 25, I accompanied the Jan Smith of Cessna Aircraft and Kurt Gibson of Continental Engine for the manufacturer's accident teardown. The engine was removed from the airframe and the following items were examined:

Thumb compression test of each cylinder

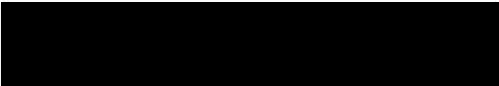
Spark at each spark plug both top and bottom.

Valve train continuity

Bore scope of each cylinder.

Oil tank quick drain opened with engine in normal operating position to check amount in tank.

Conclusion was the engine was operated without oil.


Darrell McCullion
Aviation Safety Inspector