

RECORD OF ☐ VISIT ☒ CONFERENCE OR ☐ TELEPHONE CALL		TIME 7:45 AM	DATE 07/16/2015										
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION John T. Kent, Air Safety Manager Continental Motors, Inc.		ROUTING <table border="1"> <tr> <th>SYMBOL</th> <th>INITIALS</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>		SYMBOL	INITIALS								
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James D. Moore, Federal Aviation Administration Safety Inspector													
Don Hornback, Milstead Automotive Storage Facility Supervisor													
SUBJECT Engine Examination, Continental Motors Model 0300D,													
Serial Number 28116-D-3-D, Removed from N2320U RE: CEN15LA292													
DIGEST On July 16, 2015 at approximately 07:45, the above named individuals met at the Milstead Storage Facility located at [REDACTED] Spring, Texas 77386. This meeting was for the removal of the above stated engine from Cessna Aircraft N2320U and observe/assist with the engine examination. This examination was requested by the NTSB and is part of the NTSB Investigation into accident CEN15LA292.													
During removal of the engine, continuity was checked for the following control cables: the engine mixture control handle in the cockpit and the engine carburetor, the throttle control between the carburetor and the cockpit and the carburetor ice control between the air intake box attached to the carburetor and the cockpit. All cables were attached to their respective components and appeared to be functioning properly except the air intake box had been crushed and sheared from the carburetor as a result of the accident. The actuation cable was still attached to the carburetor ice control but the air intake box was crushed to a point that actuation could not be performed. The actuation cable moved freely when cut free from the air intake box. There were no abnormal anomalies noted during the removal of the engine from the aircraft.													
Following removal of the engine from the aircraft, Mr. Kent began his examination. Continue													
CONCLUSION, ACTION TAKEN, OR REQUIRED No action taken. This statement supports the observance of the above engine examination as performed by John Kent of Continental motors.													
DATE 07/16/2015	TITLE FAA Aviation Safety Inspector	SIGNATURE [REDACTED]											

DIGEST (CONT.)

The engine baffling was removed to easily facilitate the inspection process. An overall observance of the engine prior to individual component examination was completed, nothing noted. The engine spark plugs were removed and examined in this order: #1, #3, #5, #2, #4 and #6. These spark plugs were all removed from the top of the respective cylinders. All spark plugs appeared to be normal and were the correct part number for this engine application. The inside of each cylinder was viewed through the spark plug hole with a borescope. There was no indication of carbon build up on the individual pistons nor was there any evidence of scoring or extreme heat deformation. Each of the individual ignition leads removed from the above cylinders were observed to provide spark during rotation of the engine propeller and actuation of the magneto impulse coupling. A rough check of the engine timing was performed by rotating the propeller until the #1 cylinder was on the compression stroke and the magneto fired just prior to the piston reaching top dead center of the #1 cylinder. The carburetor was removed from the engine and disassembled to examine the float, needle valve and accelerator pump. the interior of the carburetor was exceptionally clean and did not exhibit any anomalies. There was an after market probe installed in the carburetor which was attached to a carburetor air temperature gage in the cockpit. The engine oil filter was removed from the engine and the oil filter was cut open to inspect the individual pleats of the oil filtering system. The individual pleats located within the filter housing were very clean with no indication of contamination. The propeller was removed from the engine and checked for correct model/manufacturer. No anomalies noted.