



Continental Motors

ENGINE FIELD INSPECTION REPORT

ENGINE MODEL	O-300-D
ENGINE SERIAL NUMBER	28116-D-3-D
AIRCRAFT MAKE & MODEL	Cessna-172D
AIRCRAFT SERIAL NUMBER	17249920
AIRCRAFT REGISTRATION	N2320U
FILE NUMBER	15-008

NAME	SIGNATURE	DATE
John T. Kent		7/21/2015

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GENERAL INFORMATION

EXAMINATION		ACCIDENT DATA	
DATE	7/16/2015	NTSB ACCIDENT #	CEN15LA298
FACILITY	Milstead Towing	NTSB INVESTIGATOR	Todd Fox
ADDRESS	[REDACTED] The Woodlands, Texas 77386	FAA INVESTIGATOR	Jim Moore
		ACCIDENT DATE	07/03/2015
		ACCIDENT LOCATION	Shenandoah, Texas

ENGINE INFORMATION

ENGINE POSITION	Front
TOTAL TIME	5,247.1
TIME SOH	1,337.1
TYPE & TIME SLI	1.6
BUILD DATE	08/28/1963
IN SERVICE DATE	Unknown

Significant logbook information: The last annual inspection was performed on 6/24/2015 at a total engine time of 5,245.5 hours. The oil was changed and a compression check was performed with the following results: 1. 60/80 2. 70/80 3. 70/80 4. 74/80 5. 68/80 6. 78/80. The work was performed by Jason Paradis AP-[REDACTED].

Report Summary:

Search Code(s):

The engine was examined at the facilities of Milstead Towing in The Woodlands, Texas on 7/16/2015 under the supervision of the Federal Aviation Administration.

No discrepancies were observed that would have prevented normal operation and production of rated horsepower.

Disposition of engine following exam:

The engine was returned to storage.

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NAME	John T. Kent	NAME	
ADDRESS	[REDACTED], Mobile, Alabama 36615	ADDRESS	
ORGANIZATION	Continental Motors	ORGANIZATION	
PHONE	[REDACTED]	PHONE	
NAME	Jim Moore	NAME	
ADDRESS	[REDACTED], [REDACTED], Houston, Texas	ADDRESS	
ORGANIZATION	FAA/FSDO	ORGANIZATION	
PHONE	[REDACTED]	PHONE	
NAME	Don Hornbeck	NAME	
ADDRESS	[REDACTED], The Woodlands, Texas 77386	ADDRESS	
ORGANIZATION	Milstead Towing	ORGANIZATION	
PHONE	[REDACTED]	PHONE	

EXTERNAL INSPECTION OF ENGINE

The engine was intact with all of the accessories attached. The engine intake air box was crushed and separated from the carburetor. The oil filter was partly crushed, exposing the filter element. Both mufflers had impact damage, and the number six cylinder rocker cover was impact damaged.

The top spark plugs and rocker covers were removed from the engine. The cylinders were examined using a lighted boroscope. All of the cylinder domes and pistons had normal combustion deposits. All of the valves were in place and not damaged. The crankshaft was rotated using the propeller. Continuity was confirmed to all of the cylinders and to the rear of the engine. Good thumb compression was obtained on all of the cylinders. Both magnetos sparked at all ignition leads when the crankshaft was rotated.

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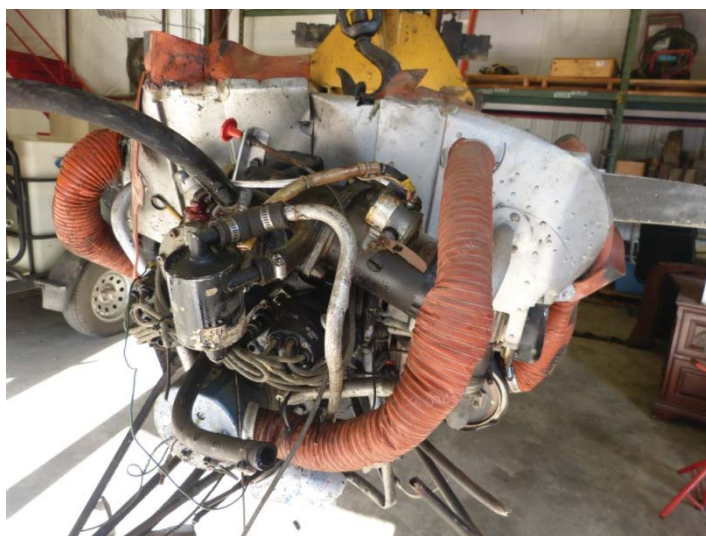
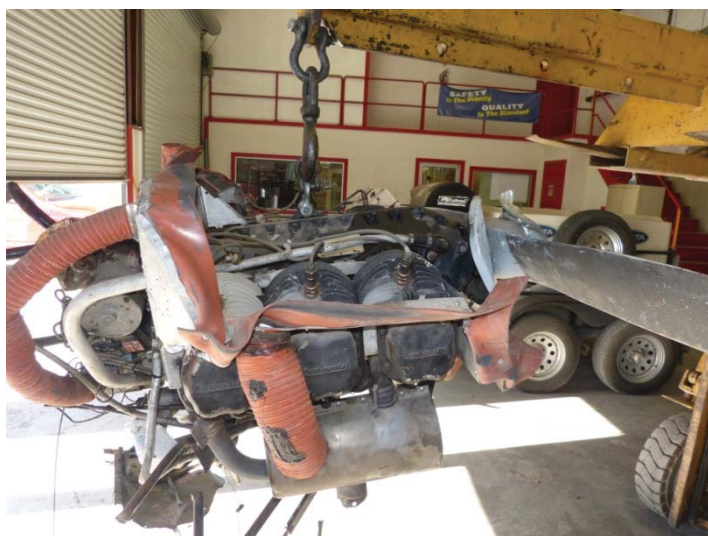
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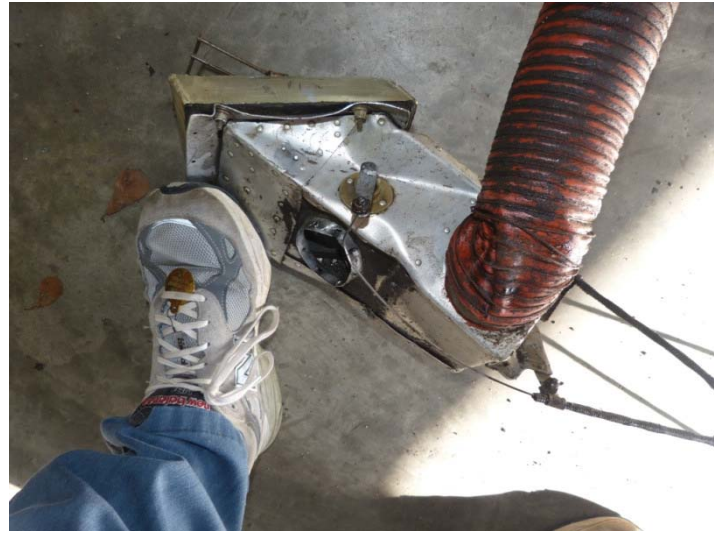
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Spark Plugs: Autolite UREM-40E

The top spark plugs were removed and examined. They had normal wear then compared to the Champion Check-A-Plug comparison card. They had light gray deposits in the electrode areas. Spark plugs two, four and six had oil deposits in the electrode areas.



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Magnetos: Left, Slick-6364, SN-0508793

Right, Slick-6364, SN-05060781

Both magnetos were in place and not damaged. Both impulse couplings snapped at top dead center on the number one cylinder when the crankshaft was rotated. Both magnetos sparked at all ignition leads when the crankshaft was rotated.



Oil Filter: Tempest

The numbers 6/16/15, 5245.5 were written on the side of the filter. The oil filter was attached, but was partly crushed exposing the filter element. The oil filter was opened and no metal particles were observed on the filter element.



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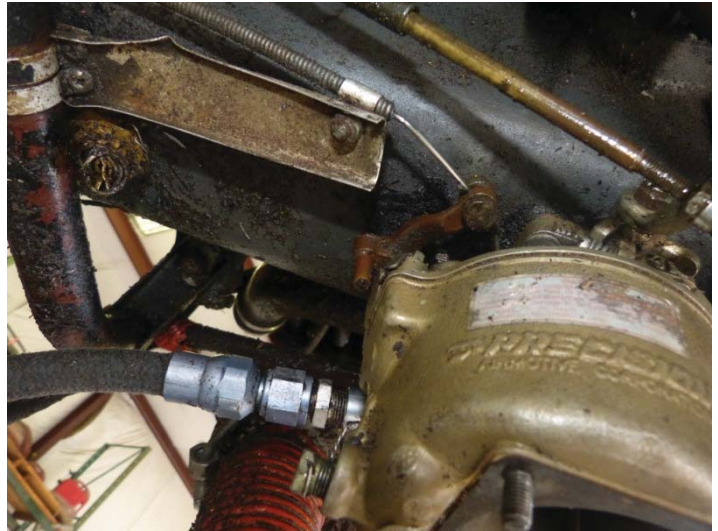
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Carburetor: Marvel Schebler MA-3SPA, PN-10-4895-1, SN-75093717

The carburetor was in place and not damaged. The carburetor air box was separated and crushed. The carburetor heat actuating arm cable was attached and the arm was free to move. The throttle and mixture controls were hooked up and were free to move. The fuel screen was clean and clear. The float and needle valve were attached and were free to move. The needle valve seat was clean. The accelerator pump operated properly.



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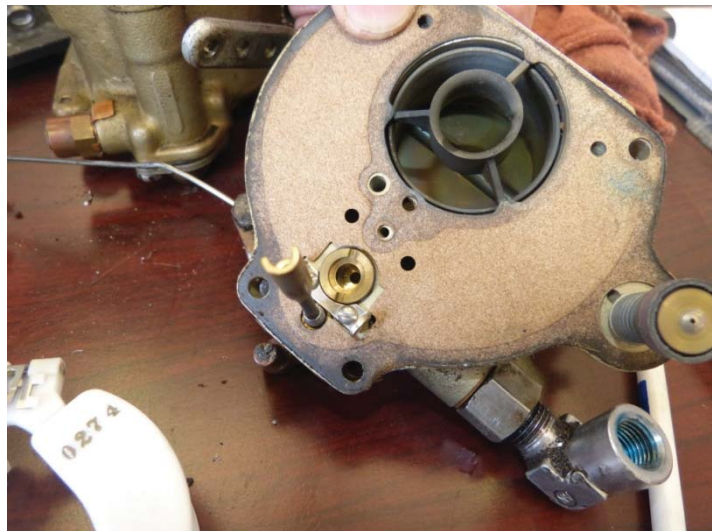
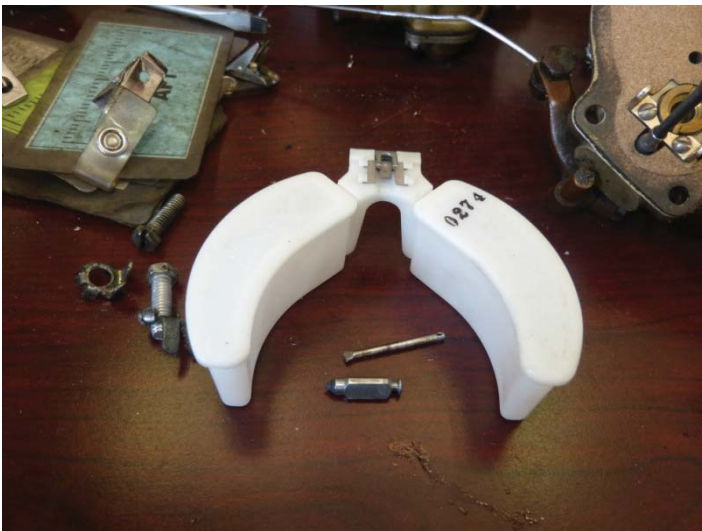
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Mufflers: The mufflers were in place and had light impact damage. They were opened and examined and no internal damage was observed.



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Propeller: McCauley, 1C172, SN-76865, DES7653

The propeller was in place on the crankshaft. The spinner was missing. Both blades were bent toward the non-cambered side near the tip.

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