



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Michael Watson
NTSB Accident Number: CEN16LA118

Narrative:

During the conversation Mr. Watson stated the following:

Mr. Watson was hired by the owner of the airplane, Mr. Dale Christen, to reassemble the airplane/engine after it had sat unassembled for nearly two years. It was previously disassembled by another mechanic.

Mr. Watson utilized Overhaul manual and Parts Manual dated March 1977 to reassemble the engine and order parts. Many of the original components were not there for his reference. He understood from this literature that all models, A through D took the same thrust washer and bearings.

He ordered the bearing kit (which included the thrust washer) from Aviall. The first three kits received from Aviall were incomplete and incorrect. Each kit contained the same bearing with a separate thrust washer. He stated that the fourth kit received was complete and contained the same bearing with the separate thrust washer.

Mr. Watson encountered difficulty while reassembling the engine – specifically with the thrust washer staying in place during the reassembly. He stated that the instructions in the manual to use grease to keep the thrust washer in place was ineffective. He called Continental Motors customer service and spoke with Ron Humphries. Mr. Humphries instructed Mr. Watson to torque the case down and then install the cylinders. There was no discussion to ensure that he was using the correct bearing.

Mr. Watson followed these instructions and installed the #3 cylinder last to ensure that the bearing and thrust washer remained in place.