

June 29, 2016, 0800-1030 CST

N51242 Engine Examination. Continental O 200A, SN: 5963-70-A-R TTMOH: 1638.77

Cessna 150 J, N51242 engine was examined after an inflight power loss.

The engine was examined at hanger B67 located at Richard Jones Airport, RVS. The wings had been removed and stored on the same trailer the fuselage was stored. Both wings had been previously drained of fuel for transport.

The aircraft propeller had small tip damage but was not bent. The engine cowling did not appear damaged. The prop was turned eight revolutions and it was noted that there was compression in each cylinders. The engine did not appear damaged.

A compression test reviled #1 cylinder 34 PSI, #2 cylinder 30 PSI, #3 cylinder 56 PSI, #4 cylinder 60 PSI. The standard TCM minimum pressure for the test was 46. No exhaust or intake valve leakage was noted. The compression test was completed with the engine cold.

The gasulator mounted on the firewall was drained approximately 3 ounces fluid. The fluid was blue, clear, with no visible contaminates.

The carb heat box was removed and was clear and unobstructed. The carburetor and induction intakes were unobstructed.

When the fuel line to the carburetor was removed, no fuel was in that line. The carburetor was removed and disassembled. The carburetor bowl had approximately 1 ounce of fuel. There was not adequate amount of fuel to allow the float to rise. The carburetor bowl had an insufficient amount of fuel to allow normal operation.

[REDACTED]