

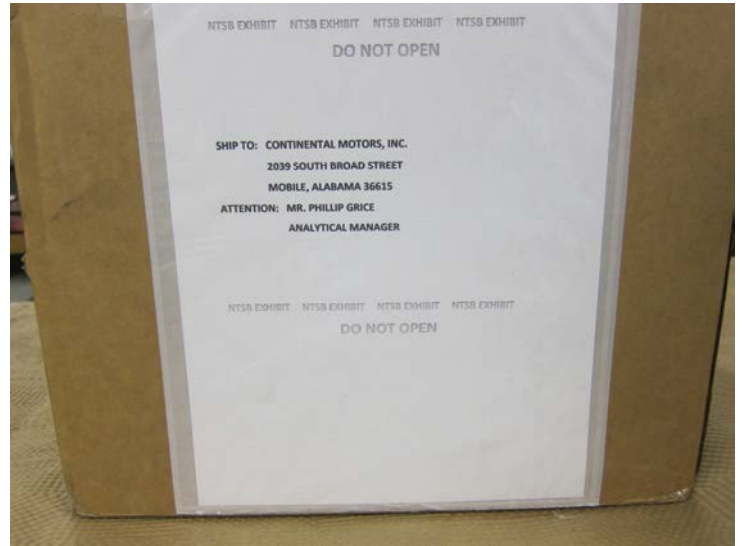


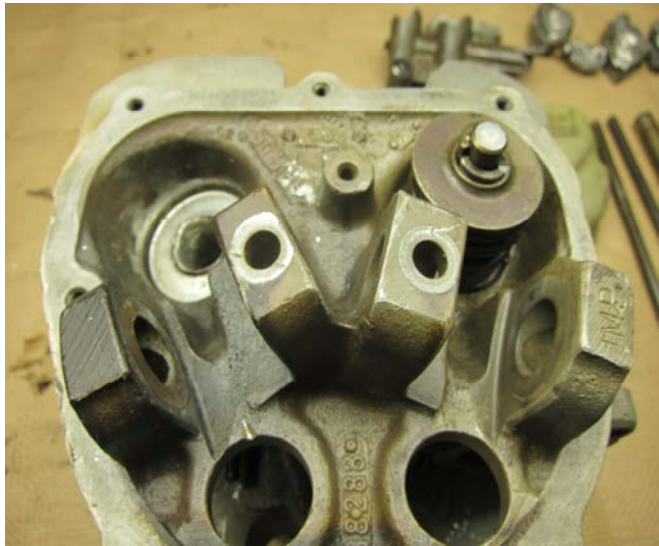
Continental Motors

Component Examination Report

N/R = Not Reported / N/A = Not Applicable

Date Received:	07/20/2016		Analytical Date:	10-27-2016	
Warranty Claim #:	N/A		RGA #:	N/A	
Engine Model:	IO520B (6B)		Engine S/N:	234760	
Component P/N:	Illegible		Component S/N:	Not serialized	
Component P/N:			Component S/N:		
Engine:		Component:	☒ New:		Rebuilt:
			☒ Overhaul:		Date:
Aircraft Make/Model:	North American Navion		Aircraft S/N:	NAV-4-31	Reg. #:
					N91137
Engine Position:	Single:	☒ Left:		Right:	
				Front:	
Engine Build Date:	11-13-1986	Date in Service:	Undetermined	Date Removed:	6-24-2016
Occurrence Date:	6-24-2016		Date Received:	07/20/2016	
Occurrence Location:	Alamogordo, NM		Returned By:	Josh Lindberg, NTSB Central	
Reason for Return:	Metallurgical examination of returned components				
Customer Comments:					
Inspection Performed By:	Phillip Grice, CMI Analytical Mgr.		Search Code:	43-05-03	
	Mike Burns, CMI Materials Lab			59-03-03	
	Millicent Hoidal-NTSB				
Analytical Report:	The valve guide was fragmented and all of the pieces were not returned. The valve guide was marked with a FAA-PMA on one of the fragments; this indicates that it was not a CMI part. The valve head was checked for hardness and appeared to meet the specs. The valve keeper was worn, only one was returned with the exhibit. The cylinder valve guide bore was worn oversize. This indicates the guide was moving in the guide bore. The valve was released into the cylinder which caused the fragmentation of the piston.				
Comments:	The damaged valve guide was manufactured as a PMA aftermarket part of unknown origin.				





Engine / Component Disposition

Release for core salvage:		Date/Sign:	
Release to Repair Station:		Date/Sign:	
Scrap:		Date/Sign:	
Return to customer:	X	Date/Sign:	In storage awaiting disposition.
Customer Name/Company:	Air Transport		
Address:	3011 West Buckeye Road Phoenix, AZ 85009		