

Fox Todd

From: Fox Todd
Sent: Thursday, August 18, 2016 4:19 PM
To: kurt [REDACTED]
Cc: Glenn.Anthony [REDACTED]; Fox Todd
Subject: RE: CEN16LA297 -- Engine Times

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Mr. Engelmann,

Thank you for confirming my calculations...

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: [kurt](#) [REDACTED]
Sent: Thursday, August 18, 2016 8:55 AM
To: Fox Todd
Subject: Re: CEN16LA297 -- Engine Times

Mr. Fox,

I agree with your calculations.

Sincerely,

Kurt Engelmann

From: Fox Todd [REDACTED]
To: "[Kurt](#)" [REDACTED]
Cc: Fox Todd [REDACTED]; "[Glenn.Anthony](#)" [REDACTED]
Sent: Wednesday, August 17, 2016 5:53 PM
Subject: CEN16LA297 -- Engine Times

Mr. Engelmann:

I am working through your engine logbooks and believe there is a time calculation error for the engine total time since new (TTENG). The calculated engine time since last overhaul (TSMOH) appears to be correct.

I was able to discern the following engine history from the logbooks that you provided:

January 6, 1989, the engine was field-overhauled at engine total time of 3,065 hours
TSMOH = 0

TTENG = 3,065 hours

May 3, 1992, the field-overhauled engine (0.0 hours TSMOH) was installed on accident airplane at tach 204.4 hours

TACH = 204.4 hours

TSMOH = 0

TTENG = 3,065 hours

August 10, 1999, the airplane's recording tachometer was replaced at 1,301.0 hours.

TACH = 1,301.0 hours

TSMOH = 1,096.6 hours

TTENG = 4,161.6 hours

August 10, 1999, the airplane's new recording tachometer indicated 2,619.5 hours.

TACH = 2,619.5 hours

TSMOH = 1,096.6 hours

TTENG = 4,161.6 hours

January 26, 2016, the most recent annual inspection was completed at tach 3,638.9 hours.

TACH = 3,638.9 hours

TSMOH = 2,116.0 hours

TTENG = 5,181.0 hours

July 31, 2016, the tach indicated 3,669.8 hours at the accident site.

TACH = 3,669.8 hours

TSMOH = 2,146.9 hours

TTENG = 5,211.9 hours

Please review my time calculations and advise if you agree.

Sincerely,

Andrew Todd Fox

NTSB, Air Safety Investigator