



Continental Motors

ENGINE FIELD INSPECTION REPORT

ENGINE MODEL	IO-360-D1
ENGINE SERIAL NUMBER	55260-5-D
AIRCRAFT MAKE & MODEL	Temco Swift GC-1B
AIRCRAFT SERIAL NUMBER	3677
AIRCRAFT REGISTRATION	N2377B
FILE NUMBER	16-542

NAME	SIGNATURE	DATE
Nicole L. Charnon		05/05/2017

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GENERAL INFORMATION

EXAMINATION		ACCIDENT DATA	
DATE	05/03/2017	NTSB ACCIDENT #	CEN17FA152
FACILITY	AMF Aviation	NTSB INVESTIGATOR	Aaron Sauer
ADDRESS	[REDACTED] Springfield, TN 37172	FAA INVESTIGATOR	Chris Austin
		ACCIDENT DATE	04/12/2017
		ACCIDENT LOCATION	Hartsville, IN

ENGINE INFORMATION

ENGINE POSITION	Single-Engine
TOTAL TIME	Approximately 2,393 hours
TIME SOH	First flight since rebuilt engine was installed in aircraft
TYPE & TIME SLI	First flight since annual inspection
SHIPPED DATE	01/15/1965
IN SERVICE DATE	Unknown

Significant logbook information:

The engine was installed on the aircraft in accordance with supplemental type certificate (STC) SA53NW on June 19, 2004, at an aircraft total time of 2,072.6 hours. An engine total time was not associated with that entry.

According to the NTSB investigator-in-charge (IIC), the aircraft experienced a ground loop event in the summer of 2016. Since that event, the aircraft and engine underwent repairs/inspections and the accident flight was the first flight since the repairs/inspections were completed. According to the paper work associated with the engine, it underwent a test run of 2.91 hours on January 14, 2017, and was installed on the accident airplane on January 19, 2017. The annual inspection was signed off on April 4, 2017. There were no total times associated with these entries. The last entry with an associated tachometer time (302.0 hours) was dated May 25, 2016 (prior to the ground loop event). Utilizing the engine total time and tachometer time entries recorded throughout the logbook and the tachometer time observed during the investigation (311.2 hours), the engine total time was calculated to be approximately 2,393 hours.

The aircraft/engine accrued approximately 25.9 hours per year over the last 12 years.

Report Summary:

Search Code(s):	15-12-68
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The engine sustained significant impact-related damage that fractured the oil sump and accessory case and separated the magnetos. Visual examination of the engine and engine-related components did not reveal any pre-accident anomalies that would have prevented the engine from producing full, rated power.

Disposition of engine following exam:

The engine and aircraft wreckage were retained at the aircraft recovery facility awaiting final wreckage release from the NTSB IIC.