



RECORD OF CONVERSATION

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Senior Air Safety Investigator
Central Region

Date: November 15, 2017
Person: John Butler, Lycoming Engines
NTSB Accident Number: CEN17FA315

After the engine was transported to the recovery facility an examination of the engine was conducted by the NTSB, FAA, and Lycoming Engines.

The following information was gathered during the engine examination:

- At the time of the engine field overhaul on September 5, 2004, the airframe tach displayed 2466.1 hrs of operation.
- The total engine time at the overhaul was 516.1 hrs since factory new. The reason for the overhaul was an extended period of inactivity. The total time on the engine since field overhaul at the last annual on June 6, 2017 was 545.7, and a time since major field overhaul of 29.5 hours.
- The carburetor was impact fractured at the float bowl joint. The venturi plate section was impact damaged and the control cables were impact displaced. The fuel inlet screen was removed and observed free of contaminants
- Both magnetos were secure on their mounts. They were removed and rotated using an electric drill. Both magnetos functioned normally and furnished spark at all outlets.
- A turning tool was inserted into the vacuum pump adapter housing and the engine was rotated by hand. It furnished suction and compression at all cylinders except for the number one cylinder which had sustained damage in the push rod and valve area. The accessory gears were observed rotating at the back of the engine.

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