



**NATIONAL TRANSPORTATION SAFETY BOARD**  
**Central Region**  
**Denver, Colorado**

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**Investigator's Statement**

**CEN17LA003**

**Air Salvage of Dallas, Lancaster, Texas**

**October 14, 2017**

**Arnold W. Scott – NTSB, CEN – Denver, Colorado**

On October 14, 2016, John Butler of Lycoming Engines examined the engine at the facilities of Air Salvage of Dallas, Lancaster, Texas. According to his report, many of the engine accessories had been damaged or destroyed by the post-crash fire. The crankshaft was hand-rotated at the flange. Thumb suction and compression were obtained on all but the number 2 cylinder. As the engine was rotated through 300 degrees, it locked and could not be turned. The accessory housing and propeller were removed. The crankshaft was again rotated by hand and rotated through a full 360 degrees with no obstruction. Examination revealed the obstruction was caused by damage to the Bendix starter that interfered with the starter ring gear support. Valve train and crankshaft continuity was verified, and the accessory gears were observed rotating. All cylinders were examined with no defects noted. The engine had been overhauled on January 29, 1991. No case change was recorded. The top spark plugs had been removed at the accident site and only three were present during the examination and could not be associated with any specific cylinder. The bottom spark plugs were observed to be Normal-Worn when compared to the Champion Check-A-Plug card. The bottom spark plugs exhibited signatures consistent with normal combustion.

During the examination, considerable debris was noted in the fuel strainer screen, and the fuel strainer bowl was extensively corroded.

Arnold W. Scott  
Senior Air Safety Investigator  
National Transportation Safety Board

