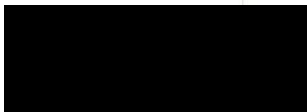




Continental Motors

ENGINE FIELD RUN REPORT

ENGINE MODEL	IO-550-N7B
ENGINE SERIAL NUMBER	686866
AIRCRAFT MAKE & MODEL	Cirrus SR22
AIRCRAFT SERIAL NUMBER	0544
AIRCRAFT REGISTRATION	N5VK
FILE NUMBER	16-356

NAME	SIGNATURE	DATE
Christopher Lang		March 9, 2017

ENGINE FIELD RUN REPORT

FILE NUMBER:

16-356

ENGINE S/N:

686866

PAGE 2 of 7

GENERAL INFORMATION

EXAMINATION		ACCIDENT DATA	
DATE	March 7, 2017	NTSB ACCIDENT #	CEN17LA073
FACILITY	Air Transport	NTSB INVESTIGATOR	Arnold Scott
ADDRESS	[REDACTED] Phoenix, Arizona 85009	FAA INVESTIGATOR	Jason Hanson
		ACCIDENT DATE	January 7, 2017
		ACCIDENT LOCATION	Meeker, Colorado

ENGINE INFORMATION

ENGINE POSITION	Single
TOTAL TIME	1467.6 Hours
TIME SOH	N/A
TYPE & TIME SLI	67.6 since last annual inspection in April, 2016
BUILD DATE	03/29/2003
SHIP DATE	03/30/2017

Significant logbook information:

None

Report Summary:

Search Code(s):

The examination of the engine revealed damage to the propeller governor cable that could possibly prevent full travel of the propeller governor control arm. The airframe fuel gasculator was found to contain a large amount of debris and rust. A surrogate gasculator was installed and an external fuel supply was plumbed into the left wing root. A two bladed test club propeller was installed. The engine was started and a test run was performed by a recovery company employee who reported that he ran the engine to 2300 RPM. He further stated that the manifold pressure was approximately 10 inches and the all of the engine instruments were within their green arc.

Disposition of engine following exam:

Storage at Air Transport.

ENGINE FIELD RUN REPORT**FILE NUMBER:**

16-356

ENGINE S/N:

686866

PAGE 3 of 7**INSPECTION WITNESSES**

NAME	Christopher Lang	NAME	Chris Kennedy
ADDRESS	 Mobile, Alabama 36615	ADDRESS	 Scottsdale, Arizona 85255
ORGANIZATION	Continental Motors	ORGANIZATION	FAA
PHONE		PHONE	
NAME	Brannon Mayer	NAME	Randall Jarman
ADDRESS	 Duluth, Minnesota	ADDRESS	 Phoenix, Arizona 85009
ORGANIZATION	Cirrus Aircraft	ORGANIZATION	Air Transport
PHONE		PHONE	
NAME		NAME	
ADDRESS		ADDRESS	
ORGANIZATION		ORGANIZATION	
PHONE		PHONE	

ENGINE FIELD RUN REPORT

FILE NUMBER:

16-356

ENGINE S/N:

686866

PAGE 4 of 7

EXTERNAL INSPECTION OF ENGINE

The engine remained attached to the airframe. All three blades of the propeller were bent aft. The propeller governor cable exhibited damage, the end of the conduit was pushed forward exposing the actual cable.



ENGINE FIELD RUN REPORT

FILE NUMBER:

16-356

ENGINE S/N:

686866

PAGE 5 of 7

ENGINE PREPARATION PRIOR TO RUN

The top spark plugs were removed and had normal wear and light colored combustion deposits. The cylinder combustion chambers were examined with a lighted bore scope and no anomalies were noted. The engine driven fuel pump was removed and the drive coupling was intact. The fuel pump drive turned freely by hand. The crankshaft was rotated by hand using the propeller. Continuity to the accessory section was confirmed, spark was obtained on all six top spark plug leads and thumb compression was observed on all six cylinders.

The spark plugs and fuel pump were reinstalled and the engine was prepared for a test run with a two-bladed test propeller and external fuel supply.



ENGINE FIELD RUN REPORT

FILE NUMBER:

16-356

ENGINE S/N:

686866

PAGE 6 of 7



DESCRIPTION OF RUN

When the engine was primed with the electric fuel boost pump, fuel was observed draining from the fuel gasculator. The gasculator was removed and disassembled and debris and rust were noted in the bowl. A replacement gasculator was installed along with a sump drain. The engine was started normally by recovery company personnel who reported the throttle was gradually advanced to 2300 RPM and approximately 10" Hg. The engine ran smoothly with no interruptions or hesitations. The engine was shut down normally with the mixture control.



ENGINE FIELD RUN REPORT

FILE NUMBER:

16-356

ENGINE S/N:

686866

PAGE 7 of 7

