



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Engine and Airframe
Examination Findings
CEN17LA171
Oronogo Missouri
March 21 2017

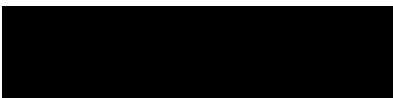
The airframe and engine were examined under the supervision of the FAA. A representative from Continental Engines was present during the examination.

The carburetor remained attached to the induction manifold flange mount. However, the manifold was fractured. The carburetor was only attached to the airframe via the throttle and mixture cables. Two nuts were found on the bolt that was used to secure the mixture cable to the mixture control arm. Due to the length of the bolt and the second nut, the carburetor may not have been capable of movement to the idle cutoff position. The accelerator pump ejected fuel when the throttle arm was actuated. The carburetor was then disassembled with no anomalies noted. The fuel inlet screen was clean.

A wooden throttle cable support block that had been glued to the aircraft structure was found detached. The detachment area did not appear to be related to impact damage. This condition during operation would have prevented the engines throttle arm from being manipulated.

No other anomalies were discovered with the airframe, engine, or fuel distribution system.

Alexander Lemishko



Senior Air Safety Investigator
NTSB Central Region Aviation