



Continental Motors

ENGINE FIELD RUN REPORT

ENGINE MODEL	O-300-C
ENGINE SERIAL NUMBER	12450-D-6-A
AIRCRAFT MAKE & MODEL	Cessna 172
AIRCRAFT SERIAL NUMBER	29674
AIRCRAFT REGISTRATION	N6474B
FILE NUMBER	16-687

NAME	SIGNATURE	DATE
Christopher Lang		July 27, 2017

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EXAMINATION		ACCIDENT DATA	
DATE	July 26, 2017	NTSB ACCIDENT #	CEN17LA421
FACILITY	St. Peters Recovery	NTSB INVESTIGATOR	Aaron Sauer
ADDRESS	1439 Skyhawk Place Wright City, Missouri 63390	FAA INVESTIGATOR	Thomas Davis
		ACCIDENT DATE	June 24, 2017
		ACCIDENT LOCATION	Fulton, Missouri

ENGINE INFORMATION

ENGINE POSITION	Front
TOTAL TIME	
TIME SOH	
TYPE & TIME SLI	
BUILD DATE	
IN SERVICE DATE	

Significant logbook information:

The logbooks have not been reviewed by the writer of this report at this time.

Report Summary:

Search Code(s):

The FAA investigator at the scene of the accident examined the airframe and engine. Reportedly, he found a large amount of water in the fuel gasculator on the aircraft firewall. Recovery company personnel reported that the wing fuel tanks contained sufficient fuel. During this exam, the engine was started normally and run normally under the parameters tested. The engine run revealed no anomalies that would have prevented normal operation and production of horsepower.

At the request of the NTSB IIC, the fuel lines from the wing root to the gasculator were tested for obstructions and continuity using compressed air and found satisfactory. The fuel selector was also tested in all four positions with compressed air and found to be functioning properly.

Disposition of engine following exam:

Storage for insurance company at St. Peters Recovery.

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NAME	Christopher Lang	NAME	Dennis Mueller
ADDRESS		ADDRESS	
ORGANIZATION	Continental Motors	ORGANIZATION	FAA – STL FSDO
PHONE		PHONE	
NAME	Andrew Strader	NAME	Travis Schwien
ADDRESS		ADDRESS	
ORGANIZATION	FAA – STL FSDO	ORGANIZATION	FAA – STL FSDO
PHONE		PHONE	
NAME	Chad Coogan	NAME	
ADDRESS		ADDRESS	
ORGANIZATION	St. Peters Recovery	ORGANIZATION	
PHONE		PHONE	

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EXTERNAL INSPECTION OF ENGINE

The engine remained attached to the airframe and exhibited minimal damage. The spinner was crushed against the propeller hub and one propeller blade was slightly bent. The two rear engine mount legs were broken. A small hole in the side of the engine oil sump was noted.



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ENGINE PREPARATION PRIOR TO RUN

The top spark plugs were removed and the cylinder combustion chambers were visually inspected using a lighted bore scope and no anomalies were noted. The crankshaft was rotated by hand using the propeller and impulse coupling engagement was heard confirming continuity to the accessory section. Thumb compression was also confirmed on all six cylinders and the magnetos produced spark on all six top spark plug leads. The spark plugs and leads were then reinstalled. The hole in the oil sump was covered with duct tape and three quarts of oil were added to the engine.

An external fuel supply with clean 100 low lead aviation fuel was plumbed into the gasculator on the firewall of the aircraft. A ratchet strap was used to secure the rear of the engine to the tubular airframe engine mount.

DESCRIPTION OF RUN

The engine started normally on the second attempt and allowed to warm up. The throttle was advanced to 1000 RPM's and a magneto check was performed. Each magneto produced an approximate 50-75 RPM drop. The engine was advanced to approximately 2300 RPM before reducing the throttle to approximately 1000 RPM where a second magneto check was performed with the same results as the first magneto check. The throttle was then reduced to idle and the engine was shut down normally using the mixture control. The oil pressure gauge indicated in the green arc throughout the engine run.

*A full power/full RPM run was not attempted due to a vibration believed to be caused by the crushed propeller spinner and concerns from the aft engine mounts being broken.



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The examination and subsequent engine run did not produce any anomalies that would have prevented normal operation and production of horsepower.