



Continental Motors

ENGINE INSPECTION REPORT

ENGINE MODEL	IO-550-N Converted to IO-550-EXP
ENGINE SERIAL NUMBER	5277, No Continental Serial Number
AIRCRAFT MAKE & MODEL	Lancair Legacy
AIRCRAFT SERIAL NUMBER	L2K-263
AIRCRAFT REGISTRATION	N60JN
FILE NUMBER	17-448

ENGINE FIELD INSPECTION REPORT**FILE NUMBER:**

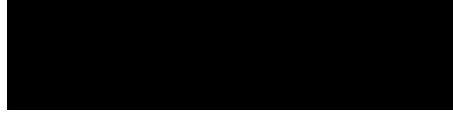
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John T. Kent



04/10/2018

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GENERAL INFORMATION

EXAMINATION		ACCIDENT DATA	
DATE	03/28/2018	NTSB ACCIDENT #	CEN18LA118
FACILITY	Air Salvage of Dallas	NTSB INVESTIGATOR	Arnold Scott
ADDRESS	[REDACTED] Lancaster, Texas 75146	FAA INVESTIGATOR	Boyd Kempf
		ACCIDENT DATE	03/08/2018
		ACCIDENT LOCATION	Temple, Texas

ENGINE INFORMATION

ENGINE POSITION	Front
TOTAL TIME	Unknown
TIME SOH	309.6
TYPE & TIME SLI	34.0
BUILD DATE	Unknown
IN SERVICE DATE	Unknown

Significant logbook information: The engine was overhauled and modified by Performance Engines, 1935 McKinley Ave, Ste-C, La Verne, California 91750. The aircraft was modified with a belt driven supercharger, and larger pistons. The engine was also given a new serial number. On 04/29/2011 Tim's Aircraft Engines in Long Beach, California conducted a propeller strike teardown inspection on the engine. On 05/02/2017 Wild Warbirds in Uvalde, Texas performed a condition inspection at 275.3 hours.

Report Summary:

Search Code(s):

The engine was examined at the facilities of Air Salvage of Dallas in Lancaster, Texas at the request of the NTSB Investigator in Charge and no discrepancies were observed that would have prohibited the production of rated horsepower.

Disposition of engine following exam: The engine was released to the insurance company.

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NAME	John T. Kent	NAME	
ADDRESS	Mobile, Alabama 36615	ADDRESS	
ORGANIZATION	Continental Motors	ORGANIZATION	
PHONE		PHONE	
NAME	John Needham, Josh Wade, Matt Abbott	NAME	
ADDRESS	Austin Texas	ADDRESS	
ORGANIZATION	Aircraft Owner	ORGANIZATION	
PHONE		PHONE	
NAME	Alfred "Lucky" Louque	NAME	
ADDRESS	Lancaster, Texas 75146	ADDRESS	
ORGANIZATION	Air Salvage of Dallas	ORGANIZATION	
PHONE		PHONE	

EXTERNAL INSPECTION OF ENGINE

The engine was intact with no damage, and remained in the airframe.

The top spark plugs and rocker covers were removed, and the cylinders were inspected with a lighted boroscope. The cylinder domes and pistons had normal combustion deposits and the valves were in place and not damaged. The crankshaft was rotated using the propeller and continuity was confirmed to all of the cylinders and to the rear of the engine. Good thumb compression was confirmed on all of the cylinders.

The oil gage rod was removed and examined. It showed 8 quarts of clear oil, with no metal particles observed.

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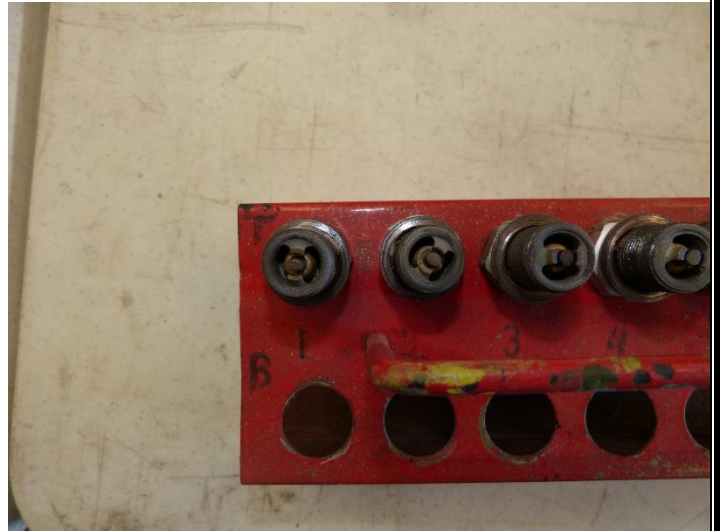
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Spark Plugs: Auto Lite UHB-32E

The top spark plugs were removed and examined. They had normal wear and light gray deposits in the electrode areas.



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Magnetos: Left, Bendix, PN-10-500556-1, SN-D03GA025

Right, Bendix, PN-10-500556-1, SN-D04KA226

The magneto timing was checked and both magnetos were timed at 23 degrees before top dead center. Both magnetos produced a spark at all spark plug leads when the crankshaft was rotated.



Fuel Pump: PN-6559921-1A1, SN-B05FA079R

The fuel pump was in place and not damaged. The drive coupling was not damaged. The pump was attached to an electric drill and the drive shaft was rotated. Solvent was pumped through the pump when it was rotated.



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Fuel Manifold: PN-646433-3A1, SN-C05FA071R

The fuel manifold was in place and not damaged. The lead seal and safety wire were in place. The unit was disassembled and the diaphragm and spring were not damaged. The unit was full of fuel and the screen was clean and clear.

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Airframe Fuel Screen: The inline fuel screen was clean and clear, with no contamination.

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Fuel Selector: The fuel selector handle was separated just below the handle selector. The two "U" joints and the drive shaft were intact. The selector valve was found in the 90 percent closed position.



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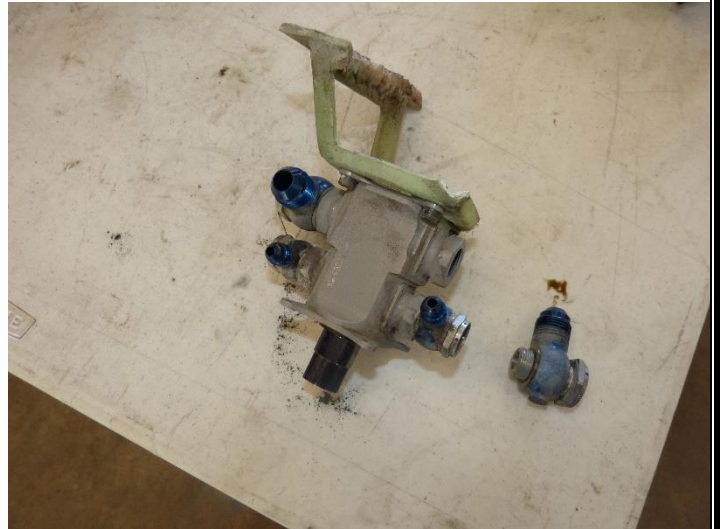
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Propeller: The propeller was a composite type propeller and all three blades were sheared off near the hub.

