



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Engine Examination Findings
CEN20LA199
Pineville, Louisiana
May 31, 2020

The engine was examined at the accident site and after recovery to a secure facility. The examination was conducted under the supervision of the FAA. Findings reported to the NTSB IIC:

- The engine was partially connected to the firewall by its engine mounts, cables, and hoses. The oil sump screen was removed and was clear of debris. The carburetor was impact damaged. Fuel was present in the carburetor bowl, and the carburetor inlet screen was clear of debris.
- Cockpit throttle and mixture controls exhibited severe impact damage but appeared to be connected and showed no pre-impact anomalies.
- The two-bladed propeller hub was attached to its flange. Both blades were attached to the hub and exhibited scoring on their respective leading edges, consistent with some rotation at impact. Several small trees showed cuts consistent with propeller blade contact.
- Drive continuity was confirmed from the crank to the gearbox and thumb compression was confirmed to all cylinders. Intake and exhaust valve movement/continuity was confirmed.
- Both magnetos were attached to their respective mounts. When removed, they both produced spark at all terminal leads when rotated by hand. All spark plugs exhibited normal wear and leads were connected.
- Borescope inspection of the cylinders did not reveal any abnormal signatures.
- No pre-impact mechanical anomalies were found.
- A review of the engine logbooks did not show any recent uncorrected issues.

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