

Communication Summary

October 15, 2020

Information from: Craig Hatch, NTSB SASI



Summary & Factual Information: Mr. Hatch was asked to examine the Continental IO-346-A, sn100264-5-A, engine on October 15, 2020. He, in part, confirmed that the engine timing was at 26° (24° factory setting). It appeared that cylinder No. 1 thru 3 were Continental. Cylinder No. 4 appeared to be an ECI. The No. 1 cylinder exhibited a cylinder head separation. The engine had rust in it. There was some wear on the tappets and cam. Small flakes of aluminum were visible in the rod bearing. The bearing isn't worn much, but there is a scoring consistent with hard particle passage thru it. Oil pump exhibited heavy scoring witness marks consistent with hard particle passage thru that at some point. The oil filter was cut open. The oil wasn't black. Very little contaminants were found in the filter element. A tool was attached to the accessory drive, the engine rotated without difficulty, and continuity was established thru the accessory section thru to the valve train and crankshaft.

Other than the separated cylinder, no issues were found that would have precluded operation of the engine.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator