

N444TW Model# Lancair ES-P Serial# ESP-195-5

100 Hr. Inspections/ Visual Inspection

Propeller:

- All four blades broken from hub
- Spinner was broken but screws were still in place
- Prop bolts were hand tight/ no torque
- Prop governor was not damaged, rod end was still attached but cable was pulled loose

Engine

- Dial caliper on crank flange readings show the crank flange to be within spec. Reading showed a .001 reading on dial check.
- Compressions #1-55/80, #2-73/80, #3-40/80, #4-78/80, #5-70/80, #6-73/80
- Had to remove exhaust valve covers for #1 and #3 to get a true compression reading because they were dented and pushed on the valves. #3 had a leaking exhaust valve when the compression test was being performed.
- Oil samples were retrieved from the engine and sent off for oil analysis.
- Oil Drained was damaged/ broken and minimal oil was found in engine
- Oil pan is damaged/dented
- Both rear motor mounts are broken in half, front two are still attached to engine
- Entire engine mount is still attached to the engine.
- Engine mount pulled loose from the firewall of the aircraft.
- Nose gear bolts were sheared from landing gear.
- Fitting broken off from bottom of oil air separator
- Fitting and line broke off from oil cooler
- Mixture cable rod end is still attached but cable is pulled loose
- Throttle cable rod end is still attached but cable is pulled loose
- All hoses are pulled loose from firewall when separated from airframe
- Starter drive housing is broken and starter was loose from engine with wires still attached
- Turbo chargers are still attached, no major damage, still turns freely. Does have a little resistance but this is due to dirt from impact.
- Exhaust on the RH side is damaged and bent, the cross over tube is separated in the middle. Both tail pipes are damaged
- RH intercooler was damaged
- RH baffling pulled loose with intercooler
- RH front intake tube damaged and pulled loose from intake hose.
- All fuel line/ injector lines are clamped and have clearance
- #3 injector line has a flatspot.
- Spark plugs look good, no fouling no damage to plugs
- Magnetos- Continental motors S6RSG-25P Serial# D12DA028 and Serial#D12DA029
- Only on magneto impulses when engine is rotated

- All wiring is still attached to the engine, pulled loose from the firewall.
- Alternator received some damage to the rear housing.
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