



MEMORANDUM FOR RECORD

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Central Region

Date: 10/25/2021
NTSB Accident Number: CEN21LA381

Examination Notes

On August 10, 2021, about 1000 eastern daylight time, a Cessna 150, N66748 sustained substantial damage when it was involved in an accident near Wadsworth, Ohio. The pilot and passenger were uninjured. The airplane was being operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

On September 16, 2021, an FAA Airworthiness Inspector provided federal oversight for an engine examination that was conducted by The Airplane Clinic, LLC at the request of the NTSB. The following information was provided by the mechanic who accomplished a 100 hour inspection of the accident engine.

- Compressions were checked on all four cylinders with the following results:
 1. 12/80
 2. 75/80
 3. 63/80
 4. 73/80
 5. Master Orifice was 44/80
- Magneto timing was checked at found to be at 25° for the right and 24.75° for the left
- He removed the spark plugs and sprayed some contact cleaner to clear some oil from three of the bottom plugs. Did no other cleaning of the plugs. He then tested the plugs with a pressure tester and all of the plugs fired with a bright spark.
- The carburetor was drained and produced clean fuel with no water present.
- All of the engine controls had continuity and worked to their full extent except the mixture. The mixture control mount was damaged during the impact.

- The engine was displaced down and to the right, which pushed the right muffler into the battery box and damaged the muffler and pushed it into the exhaust push rod tubes on the #1 and #3 cylinders.
- One propeller blade was bent slightly and the other was pushed against the lower cowling.
- Internal engine continuity was established by turning the engine through complete revolutions.
- The crankshaft did not appear to have been damaged.
- The valve cover was removed from the #1 cylinder and it was noted that the valves were moving and unrestricted, even with bent pushrod tubes.
- Bore scoping the #1 cylinder revealed carbon and some lead fouling on the piston and valves.
- After staking the valves, the compression increased to 60/80 with no leaking past the valves.

---End of Record---