

Post-accident engine inspection for NTSB/FAA

Aircraft: 1975 Cessna 150M, N63246, S/N: 15077200

Engine: Continental O-200A, S/N: 64096-6-A

Tach Reads: 959.3

Hobbs Reads: 285.1

Inspection on Monday, March 28, 2002, at Brodhead, Wisconsin airport with John M. Smith – FAA - Milwaukee FSDO Principal Maintenance Inspector.

1. Removed all spark plugs (had been previously removed) with the cylinder #4 bottom plug showing full of oil around the electrodes.
2. With bottom plugs reinstalled, rotating the engine through by hand using the propellor, all cylinders provided indication of compression against my thumb.
3. While removing the valve rocker covers to check rocker arm movement, when removing the #1 cylinder cover, the two rocker arms, pivot shaft, and pieces of the cylinder rocker shaft bosses came off freely with the rocker cover. (Photos included).
4. The #4 cylinder was removed due to the amount of oil found in the bottom spark plug, and surface "chips" and discoloration of the top of the piston when viewed through the top spark plug hole. After removal of the cylinder, the top of the piston showed a layer of carbon/lead deposits/combustion residue not uncommonly seen. Viewing the bottom of the valves and head of the cylinder, and cylinder walls from within did not show any unusual wear or marks.

It was felt by Mr. Smith and myself, the failed rocker shaft bosses in the #1 cylinder were the most likely cause of the sudden engine vibration prior to the accident.

Douglas J. Tomas
A&P/IA