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Date: January 30, 2023

Subject: CEN23LA067 Examination

Contact: Richard Anderson, Supervisory Inspector, Federal Aviation
Administration East Michigan FSDO

Postaccident examination of the airplane by a Federal Aviation Administration (FAA) Inspector revealed that the underside of the airplane was covered in engine oil. The number four cylinder connecting rod was separated and there were holes through the engine crankcase that were above the number four cylinder. The externally mounted engine oil cooler exhibited fresh oil leakage that exited from the bottom engine cowl. The airplane was not equipped with a Cessna winterization kit.

The FAA Inspector stated there was a trail of oil from the airplane's hangar and down the taxiway. The pilot did not preheat the engine prior to start and did not warm the engine to operating temperatures prior to the accident takeoff in accordance with the Airplane Owner's Manual.

In 2013, an Aviation Development Corporation (ADC) remote oil filter and an externally mounted oil cooler were installed onto the engine under an FAA field approval.