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Sent: Friday, March 04, 2011 10:32 AM
To: Alleyne Eric
Subject: ERA11LA112
Attachments: PDreport.pdf

Eric, FYI about ERA11LA112

On January 13, 2011, this investigator received factory notification concerning the mishap. The NTSB is conducting a limited investigation. FAA inspector Robert Haynes of the Orlando FSDO conducted the on scene investigation and subsequently authorized recovery of the wreckage to a local FBO at VNC for temporary storage and it was later relocated to secure location for permanent disposition. This investigator contacted the NTSB IIC to obtain engine history information which was not available at the time. The NTSB did request manufacturer assistance with the investigation. However, this investigator expressed that Lycoming would assist in a cursory engine examination at a time when a common schedule could be arranged. Beechcraft Investigator Paul Yoos was contacted, and he expressed that his company would decline to participate due to the age of the aircraft (44 years).

On February 23, 2011, this investigator traveling on other business in the area assisted NTSB Investigator, Ralph Wilson, conduct a cursory examination of the aircraft engine at the facilities of Quality Aircraft Salvage, Inc.

The airframe fuselage, cabin interior, and cockpit was documented by photographs. All of the engine gauges read ambient or static. The recording tachometer reads 2223.65 hours. Note: The aircraft was equipped with lap seat belts only, no shoulder harnesses were installed. The engine was uncowled and visual examination revealed no outward indication of mechanical failure or malfunction. However, the engine was noted to have been exposed to salt water for an unknown period. The spark plugs were removed and exhibited medium gray color combustion deposits and salt water contamination.

The crankshaft was rotated which established internal gear and valve train continuity. All four cylinders produced compression. Both magnetos would not produce spark which was attributed to salt water exposure. The magnetos were removed and the drive gears were found intact. The fuel system was checked and residual fuel was found in the injector and the injector fuel inlet screen was clean. The engine contained a normal quantity of oil and the oil filter was removed, opened, and found clean.

Engine Service Information

Engine maintenance excerpts have been obtained and reviewed. According to the maintenance records the subject engine was previously overhauled in the field on February 5, 1997 (13 years ago) by Dakota Ridge Aviation Inc., located in Boulder, Colorado.

Note: Lycoming Service Instruction No. 1009 specifies the recommended time between overhaul (TBO) for Lycoming Engines. According to SI 1009, IO-360-A2B series engines should be overhauled after the accumulation of 2000 hours time in service since new or previous overhaul. Additionally, engines that do not accumulate the hourly period of time between overhauls as specified, are recommended to be overhauled in the twelfth (12th) year.

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