

N10XB

6/22/12

①

ENG. TEARDOWN

START 8:40  
STOP 12:00  
START 12:45  
STOP 1:15

NOTES  
S/N 4227068



Model A 80  
CONTINENTAL

MAG'S

- R/H Mag fires PLUGS
  - ALL CYLINDERS have COMPRESSION
  - ✓ L/H Mag fires PLUGS
- PROP Removed
- #4 Cylc. had oil come out when the Bottom Spark Plug was removed
- ALL cylinders came off Pistons & off eng. with little Resistance.

PROP Reinstalled to release  
#1 & #2 pistons to get them off  
Crank Connecting Rod's

PROP Rotated with Some great  
Resistance with ALL cylinders removed  
PROP Removed

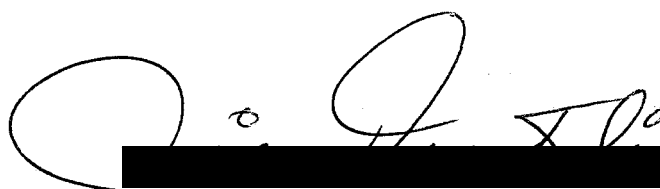
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- The oil tank was removed & oil level & Qty was documented. Approx 1/4 cup of oil was drained from oil tank.
- ~~After~~ Oil Screen removed with little contaminants. A magnet was placed across the screen & into the screen with no metal found.
- The Accessory case was removed. Propeller reinstalled & rotated engine. Some resistance was found! Prop removed.
- Engine removed from Engine Mount & placed on work table.
- Case Split. With Case Split, I could not rotate crank shaft by hand until we broke it free of the main Bearings. The rear & CR Bearing had bad grooves from lack of oil lubrication & Black stains.
- The Cam Shaft rotated freely with no resistance.

⑤

The oil pump WAS W. test and  
rotated freely and the oil pump  
gears appeared Normal

This concludes the test-down  
of N10XB 's Continental A-80  
engine.

 6/22/12

Aviation Safety Inspector  
SO FSDO 13