



Continental Motors

ENGINE FIELD INSPECTION REPORT

FINAL

ENGINE MODEL: A-75-8F

ENGINE SERIAL: 5435768

AIRCRAFT MODEL: Piper J3C-65

SERIAL NUMBER: 8403

REGISTRATION: N95480

Examiner	Signature	Date
John T. Kent		10/2/2014

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GENERAL INFORMATION			
EXAMINATION		ACCIDENT DATA	
Date	9/26/2014	NTSB Accident #:	
Facility	Atlanta Air Recovery	NTSB Investigator:	
Address		FAA Investigator:	
City	Griffin, Georgia	Law Enforcement:	N/A
State and Zip	30224	Coroner / Medical Examiner	N/A

ENGINE INFORMATION	
Make	Continental Motors Inc.
Model	A-75-8F
Serial No.	5435768
Engine Position	Front
Total Time	Unknown
Time SOH	Unknown
Build Date	Unknown
In Service Date	Unknown
Removal Date	9/16/2014

AIRCRAFT / ACCIDENT INFORMATION	
Aircraft Make	Piper
Aircraft Model	J3C-65
Aircraft Serial No.	8403
Registration No.	N95480
Accident Date	9/16/2014
Accident Location	Fort Gaines, Georgia

Significant logbook information: The engine was overhauled on 3/1/2000 By Mr. Dennis Smith AP-number not legible. The last annual inspection was performed on 8/9/2014 by Mr. Gary J. Harbert AP- The last log book entry was replacing the oil sump by Mr. Harbert on 8/16/2014.

Report Summary:

Search Code:

The engine was disassembled at the facilities of Atlanta Air Recovery on 9/26/2014 under the supervision of the NTSB Investigator in Charge.

The inspection of this engine did not reveal any abnormalities that would have prevented normal operation and production of rated horsepower.

Disposition of engine following exam: Engine was released to the Insurance Company.

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Inspection Witnesses			
Name	John T. Kent	Name	
Address	██████████ Mobile, AL. 36615	Address	
Organization	Continental Motors Inc.	Organization	
Phone No	██████████	Phone No	
Name	Ralph Hicks	Name	
Address	Atlanta, Georgia	Address	
Organization	NTSB	Organization	
Phone No	██████████	Phone No	
Witness	Mark Ricker	Witness	
Address	Atlanta, Georgia	Address	
Organization	FAA/FSDO	Organization	
Phone No	██████████	Phone No	
Witness	Todd Thaxton	Witness	
Address	Griffin, Georgia	Address	
Organization	Atlanta Air Recovery	Organization	
Phone No	██████████	Phone No	

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EXTERNAL INSPECTION OF ENGINE:

The engine was intact with all accessories attached. The carburetor was partly separated and the oil sump had impact damage. The throttle and carburetor heat controls were hooked up. The ignition harness was separated from the spark plugs. All of the cylinders had chrome markings.

The top spark plugs and the rocker covers were removed. The crankshaft was rotated using the propeller. Continuity was confirmed to all of the cylinders and to the rear of the engine. Thumb compression was confirmed on all of the cylinders.



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Spark Plugs: AC, C-26, P10

All of the cylinder two and four spark plugs were broken in half. The spark plugs had normal wear when compared to the Champion Check-A-Plug comparison card. They had dark deposits in the electrode areas.



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Oil Screen: The oil screen was removed and examined. It was clean, except for a few carbon deposits.

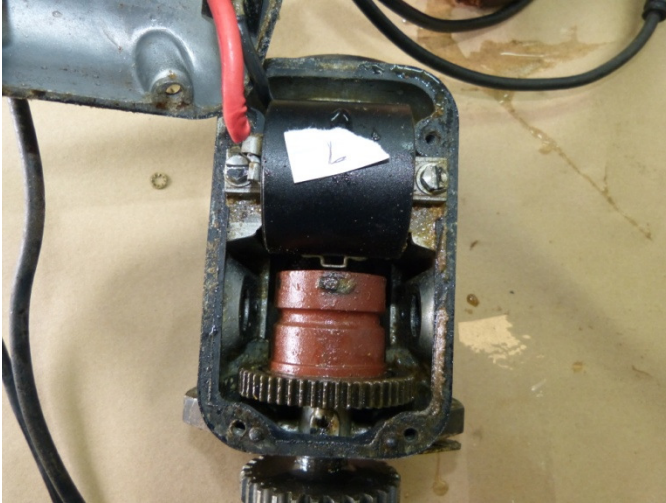


Magnetos: Left, Bendix, SF4R+8, PN-10-19293-1, SN-33114
Right, Bendix, SF4R-8, PN-10-19293-1, SN-33767

The magnetos were in place on the engine. They were not impact damaged, but they had been under water for several days. The drive shafts were rotated with an electric drill, but no sparks were observed. The magnetos were disassembled and they were wet in the interiors. A hair dryer was used to dry out the interior of the magnetos, and they were then again rotated with an electric drill. Three out of four leads sparked on the left magneto, but no leads sparked on the right magneto.



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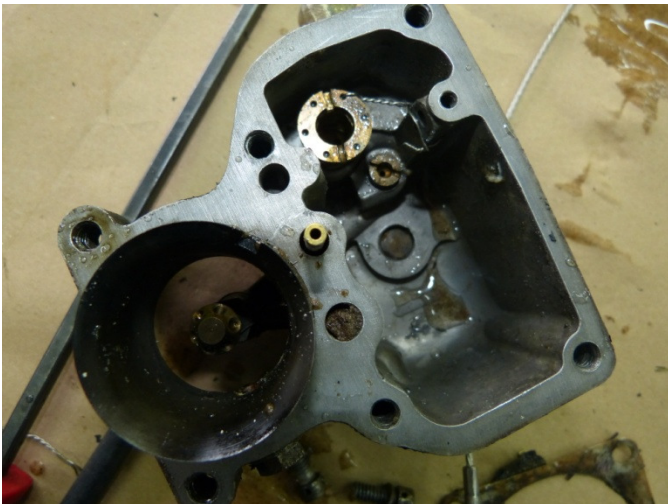
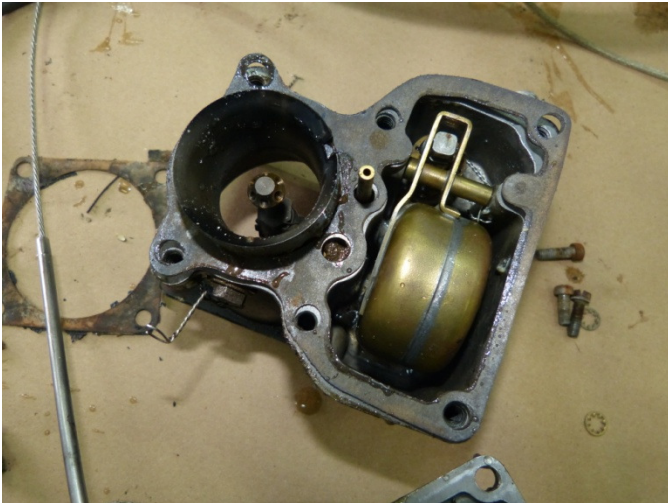


Carburetor: Stromberg, NA-S3A1

The carburetor was partly broken away from the bottom of the engine. It had no other damage, but the bowl was full of water. The fuel screen contained a small amount of debris. The unit was disassembled and the float and needle valve were in place and free to move. The needle valve seat was clean.



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Cylinders: REG.T.MS.A.C.OFA

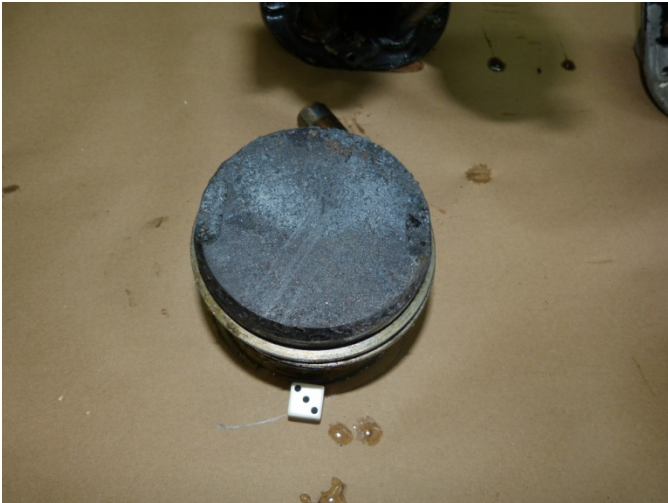
The cylinders were not damaged. They had combustion deposits in the domes, and all of the valves were in place. Light scoring was observed in the cylinder barrels.



Pistons: 4701

The pistons were not damaged, and had normal combustion deposits. All of the rings were in place and were free to move.

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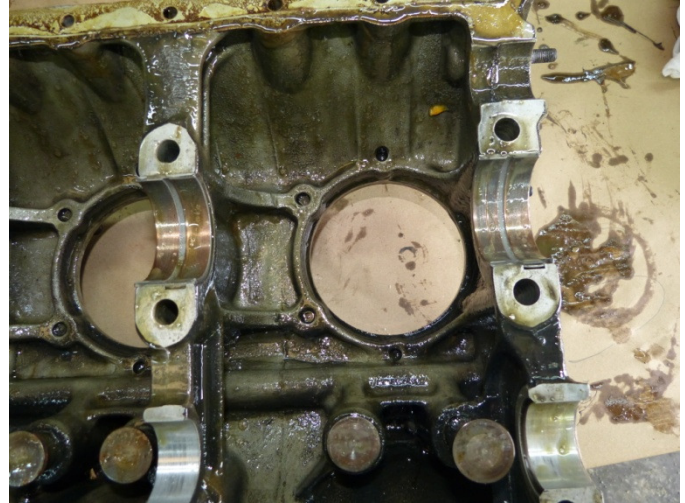
Accessory Case: The accessory case was in place and not damaged. They oil pump gears were free to rotate and were coated with oil.

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Main Bearings: Front-40237-010, Rear-633399M010
The main bearings were in place and not damaged. They were coated with oil.

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Crankcase Halves: There was no damage to either crankcase half. All of the valve lifters were in place and coated with oil.

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Crankshaft: A35908-2

The crankshaft was intact and not damaged. All of the connecting rods were attached and were free to rotate.



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Camshaft: 4546

The camshaft was not damaged and was coated with oil.



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Sensenich, AGO628

Both wooden propeller blades were shattered, and the hub remained attached to the crankshaft.

