



Continental Motors

ENGINE FIELD INSPECTION REPORT

FINAL

ENGINE MODEL: O-300-A

ENGINE SERIAL: 12374-6-A

AIRCRAFT MODEL: Temco GC-1B Swift

SERIAL NUMBER: 3572

REGISTRATION: N1CY

Examiner	Signature	Date
John T. Kent		8/11/2014

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GENERAL INFORMATION			
EXAMINATION		ACCIDENT DATA	
Date	8/6/2014	NTSB Accident #:	
Facility	Flying A Ranch Airport	NTSB Investigator:	
Address	██████████	FAA Investigator:	
City	Yulee,	Law Enforcement:	N/A
State and Zip	Florida 32097	Coroner / Medical Examiner	N/A

ENGINE INFORMATION	
Make	Continental Motors Inc.
Model	O-300-A
Serial No.	12374-6-A
Engine Position	Front
Total Time	2944.0
Time SOH	594.0
Build Date	Unknown
In Service Date	Unknown
Removal Date	7/28/2014

AIRCRAFT / ACCIDENT INFORMATION	
Aircraft Make	Temco
Aircraft Model	GC-1B Swift
Aircraft Serial No.	3572
Registration No.	N1CY
Accident Date	7/28/2014
Accident Location	Yulee, Florida

Significant logbook information: The engine was overhauled in August of 1982 by K Aero Inc. in Palm City, Florida. A top overhaul was performed on 7/9/1983 because of excessive oil consumption. The work was performed by K Aero Inc. The last annual/100 hour inspection was performed on 6/8/2014 by Mr. Victor Yates AP ████████ IA.

Report Summary:

Search Code:

The engine was inspected at Flying A Ranch Airport in Yulee, Florida under the supervision of an NTSB Investigator.

The carburetor bowl was found to be contaminated with dirty water and the bowl was rusted and corroded.

Disposition of engine following exam: Engine was released to the owner

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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	Paul Cox	Name	
Address	Ashburn, Virginia	Address	
Organization	NTSB	Organization	
Phone No	██████████	Phone No	
Witness	Joseph Gramzinski	Witness	
Address	Orlando, Florida	Address	
Organization	FAA/FSDO	Organization	
Phone No	██████████	Phone No	
Witness	Victor Yates	Witness	
Address	Flying A Ranch Airport	Address	
Organization	IA Mechanic	Organization	
Phone No	██████████	Phone No	

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EXTERNAL INSPECTION OF ENGINE:

The engine was in place on the airframe and not damaged, except that both exhaust pipes were crushed.

The top spark plugs and rocker box covers were removed, and the crankshaft was rotated using the propeller. Good thumb compression was obtained on all cylinders. Continuity was confirmed to all cylinders and to the rear of the engine. The cylinders were examined using a lighted borescope and all of the pistons and the cylinders had normal combustion deposits. All of the valves were in place and not damaged.



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Spark Plugs: Tempest UREM-40E

The top spark plugs were removed and examined. They had normal wear when compared to the Champion Check A Plug Comparison card, and light gray deposits in the electrode areas.



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Oil Filter: Tempest AA48110-2

The oil filter was in place and not damaged. It was cut open and the filter contained clear lubricating oil. The element was clean and clear with no metal deposits. The number 4/26/14 was observed on the side of the filter case.



Magnetos: Left, Bendix, S6LN-21, PN-10-51365-39, SN-449218

Right, Bendix, S6LN-21, PN-10-51365-39. SN-449160

The magnetos were both in place on the engine and were not damaged. The magneto switch was turned on in the cockpit, and the crankshaft was rotated. All of the ignition leads for both magnetos sparked at all terminals when the crankshaft was rotated. Both magneto impulse couplings snapped at top dead center on the number one cylinder.

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Fuel Pump: AC SN-AA09173

The fuel pump was in place and not damaged. The inlet line was removed and it contained a large amount of fuel. The propeller was rotated and fuel was pumped from the outlet line. The unit was disassembled and the fuel screen was clean and clear. The interior of the fuel pump was intact and not damaged.

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Carburetor: Marvel Schebler, MA-3SPA, PN-10-3237-1, SN-39634004

The carburetor was in place on the bottom of the engine. The throttle and mixture control were hooked up and were free to move. The fuel screen was clean and clear. The unit was disassembled and the bowl contained dirty water. The bottom of the bowl contained rust and corrosion. The float and needle valve were hooked up and were free to move. The accelerator pump was not damaged.

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Propeller: McCauley, 1A170, DM7359, SN-P106

The propeller was in place on the crankshaft attachment flange. The spinner was not damaged. No damage was observed on either of the propeller blades.



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