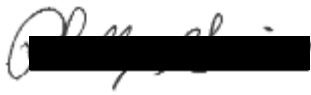




Continental Motors

ENGINE EXAMINATION REPORT

ENGINE MODEL	TSIO360EB
ENGINE SERIAL NUMBER	809186
AIRCRAFT MAKE & MODEL	Piper PA-34-200T
AIRCRAFT SERIAL NUMBER	34-8070037
AIRCRAFT REGISTRATION	N81291
FILE NUMBER	14-369

NAME	SIGNATURE	DATE
Phillip Grice		5/28/2015

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809186

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EXAMINATION		ACCIDENT DATA	
DATE	05/28/2015	NTSB ACCIDENT #	ERA15FA088
FACILITY	Continental Motors Inc.	NTSB INVESTIGATOR	Heidi Motes
ADDRESS	2039 S Broad St Mobile, AL 36615	FAA INVESTIGATOR	Charles Holsclaw
		ACCIDENT DATE	01/02/2015
		ACCIDENT LOCATION	Kuttawa, KY.

ENGINE INFORMATION

ENGINE POSITION	Left
TOTAL TIME	1656.8 at last 100 inspection date March 16, 2014
TIME SOH	Not reported
TYPE & TIME SLI	100 hr. inspection 3/16/2014
BUILD DATE	02/26/1998
IN SERVICE DATE	03/12/1998

Significant logbook information:

A Ram Aircraft log book was started November 03, 2003 with a 100 hour inspection completed @ 920 hours on this engine. The remainder of the log entries was routine maintenance 100 hour inspections, oil changes and cylinder repair. Cylinders one and three were repaired during the life of the engine.

Report Summary:

Search Code(s):

15-12-68

The engine was returned with the crankshaft flange fractured from impact forces. The lower forward section of the crankcase was fractured away exposing the camshaft gear. Parts of the exhaust system were not returned with this exhibit. Both magnetos were fractured from their mounting pads. The engine driven fuel pump was torn from the crankcase from impact forces. Cylinder number five was impact damaged and both intake and exhaust valve pockets and rocker-shaft mounts were fractured from the cylinder. The turbocharger exhibited impact damage, but was free to rotate by hand. The magnetos were bench tested and produced a spark across a 7MM gap. The fuel pump was disassembled with no anomalies noted. The fuel manifold valve was inspected and not pre-impact anomalies noted. The throttle body was flow tested and only slightly field misadjusted from factory specifications. The propeller governor was fractured away from the engine. The vacuum pump was disassembled and the vanes were intact. The internal components of the engine were intact and exhibited normal operating signatures. There were no pre-impact anomalies identified that would have prevented the engine from producing rated power.

Disposition of engine following exam:

Engine was returned to AMF Aviation Springfield TN. 06/01/2015 on Shipper AD00803

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NAME	Phillip Grice	NAME	Johnny Little
ADDRESS	██████████	ADDRESS	██████████
ORGANIZATION	Continental Motors	ORGANIZATION	Continental Motors
PHONE	██████████	PHONE	██████████
NAME	Greg Eastburn	NAME	Chris Lang
ADDRESS	██████████	ADDRESS	██████████
ORGANIZATION	Continental Motors	ORGANIZATION	Continental Motors
PHONE	██████████	PHONE	██████████
NAME	Heidi Moats	NAME	Charles Holsclaw
ADDRESS	████████████████████ Ashburn, VA 20147	ADDRESS	████████████████████ ██████████ Louisville, KY 40223
ORGANIZATION	National Transportation Safety Board	ORGANIZATION	Federal Aviation Administration
PHONE	██████████	PHONE	██████████
NAME	Brian Shaughnessy	NAME	
ADDRESS	10200 Forrest Green Blvd ██████████ ██████████████████	ADDRESS	
ORGANIZATION	Federal Aviation Administration	ORGANIZATION	
PHONE	██████████	PHONE	

ENGINE EXAMINATION REPORT

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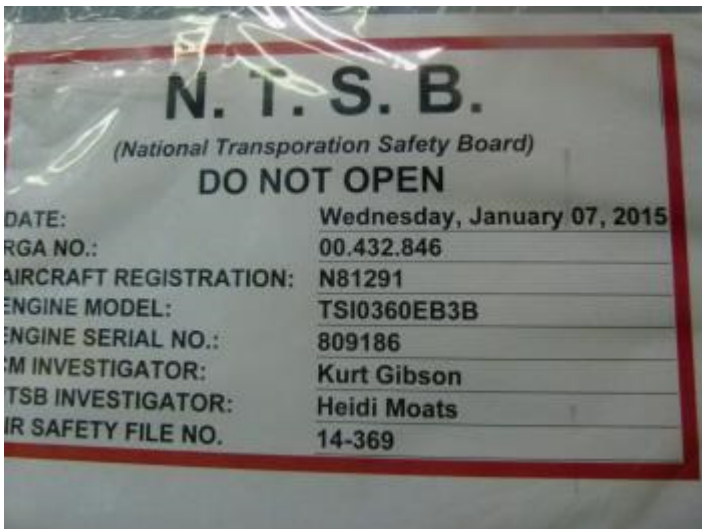
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EXTERNAL INSPECTION OF ENGINE



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INTERNAL INSPECTION OF ENGINE



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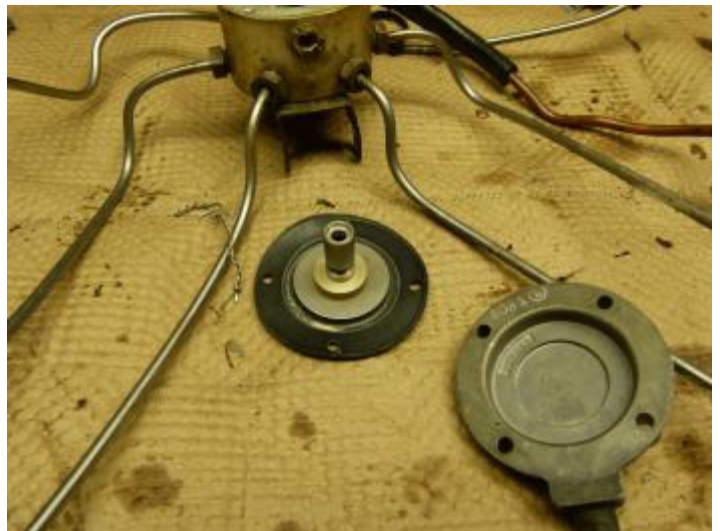
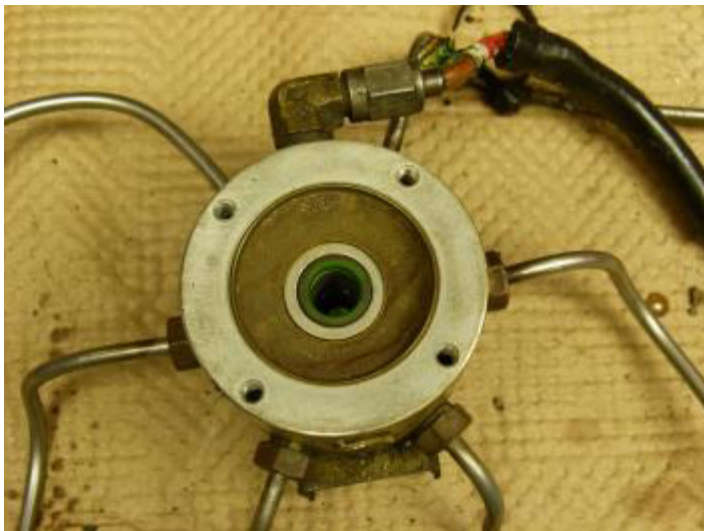
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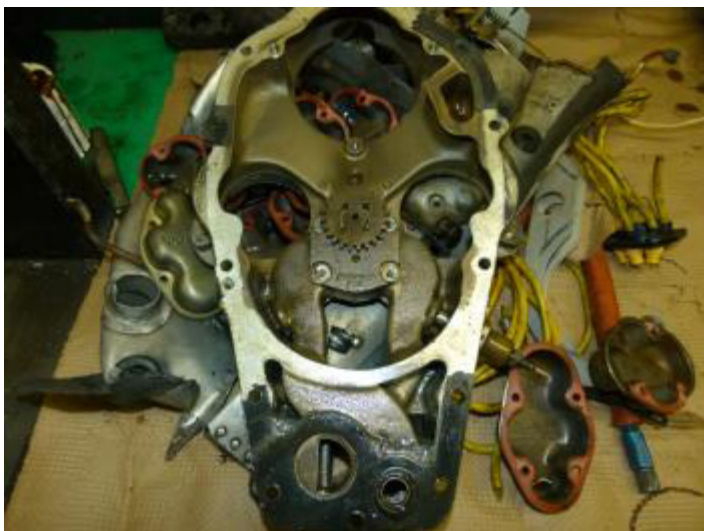
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