

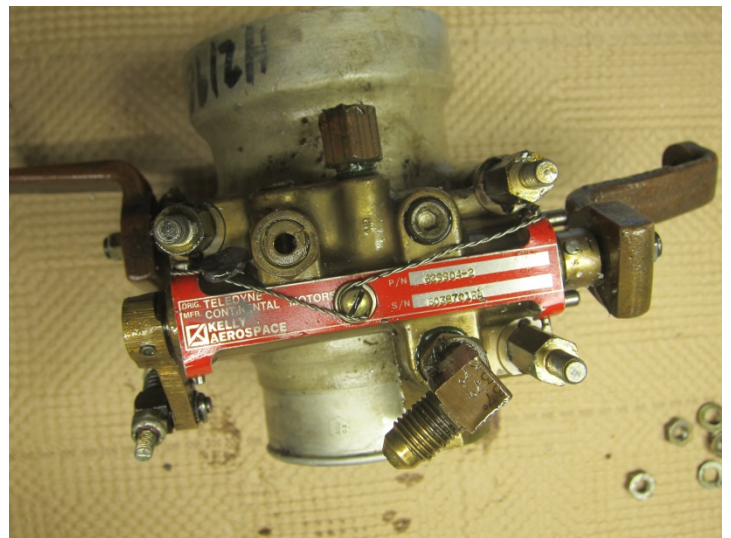
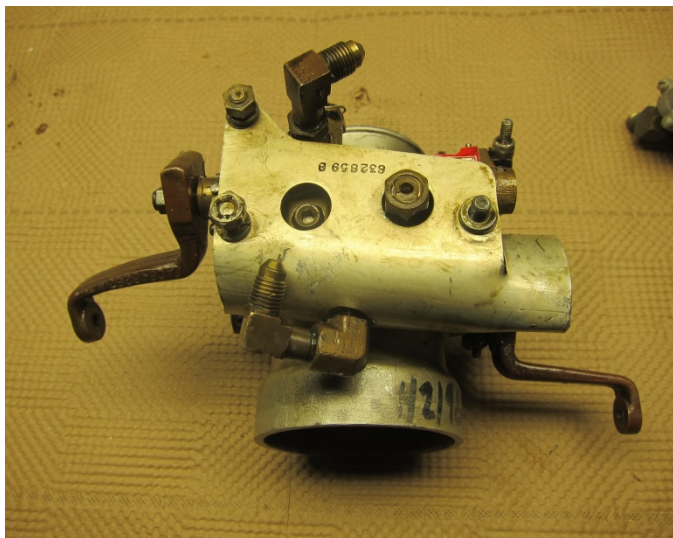


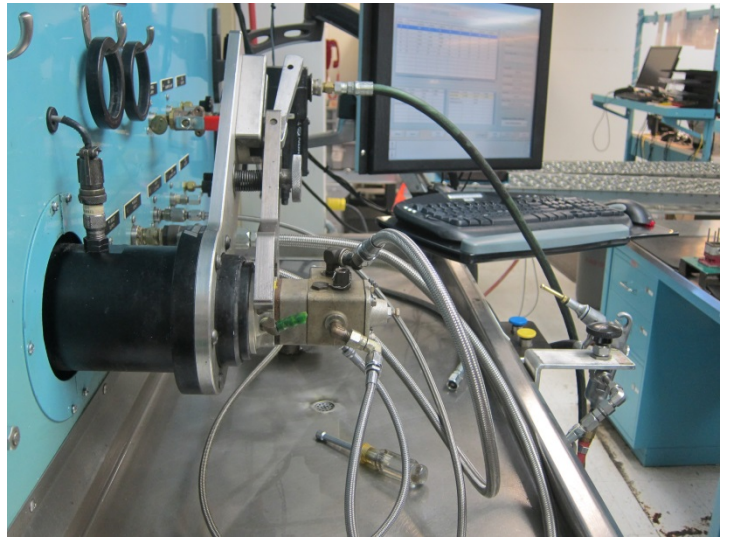
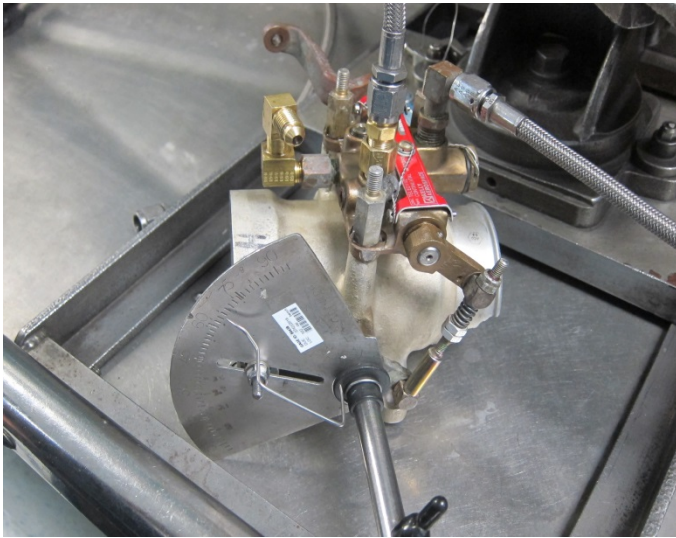
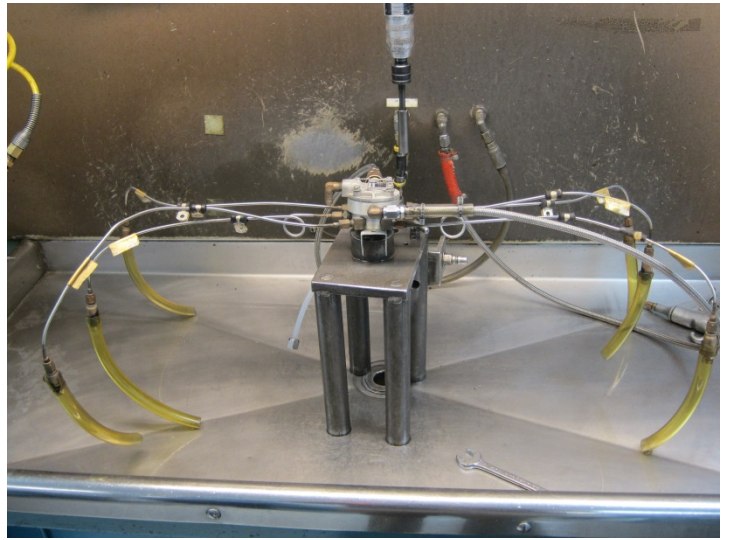
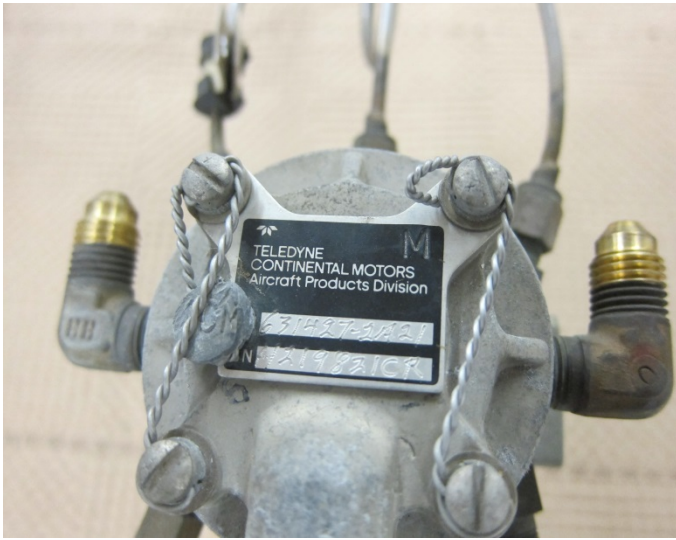
Continental Motors

Component Examination Report

N/R = Not Reported / N/A = Not Applicable

Date Received:	02/09/2016			Analytical Date:	02/11/2016					
Warranty Claim #:	N/A			RGA #:	00.786.931					
Engine Model:	IO-520-BB12B			Engine S/N:	578107					
Component P/N:	646212-16			Component S/N:	H219821BR					
Component P/N:	629904-2			Component S/N:	B038701RA					
Component P/N:	631427-2A21			Component S/N:	H219821CR					
Engine:	Component:	☒	New:	☐	Rebuilt:	☐	Overhaul:	☐	Date:	
Aircraft Make/Model:	Beech A36			Aircraft S/N:	E-681		Reg. #:	N4314S		
Engine Position:	Single:	☒	Left:	☐	Right:	☐	Front:	☐	Rear:	☐
Engine Build Date:	05/22/1985		Date in Service:	Unknown			Date Removed:	N/A		
Occurrence Date:	12/22/2015									
Occurrence Location:	Myerstown, PA				Returned By:	Millicent Hoidal				
Reason for Return:	Testing for accident investigation.									
Customer Comments:	N/A									
Inspection Performed By:	Phillip Grice				Search Code:	15-12-68				
Analytical Report:	The components were tested with FAA oversight (Mr. Jack Clark, Birmingham FSDO). The components were tested on Continental Motors production test stands using production specifications. Though the components did not meet production specifications throughout their entire test ranges, they were capable of performing their normal functions adequately and any differences between the specifications and the observed values can be attributed to normal adjustments that are conducted in the field by maintenance personnel. No pre-accident anomalies were noted with any of the components that would have precluded their ability to perform normally.									
Comments:	The observed test values (fuel flows and/or pressures) are attached to the end of this report.									



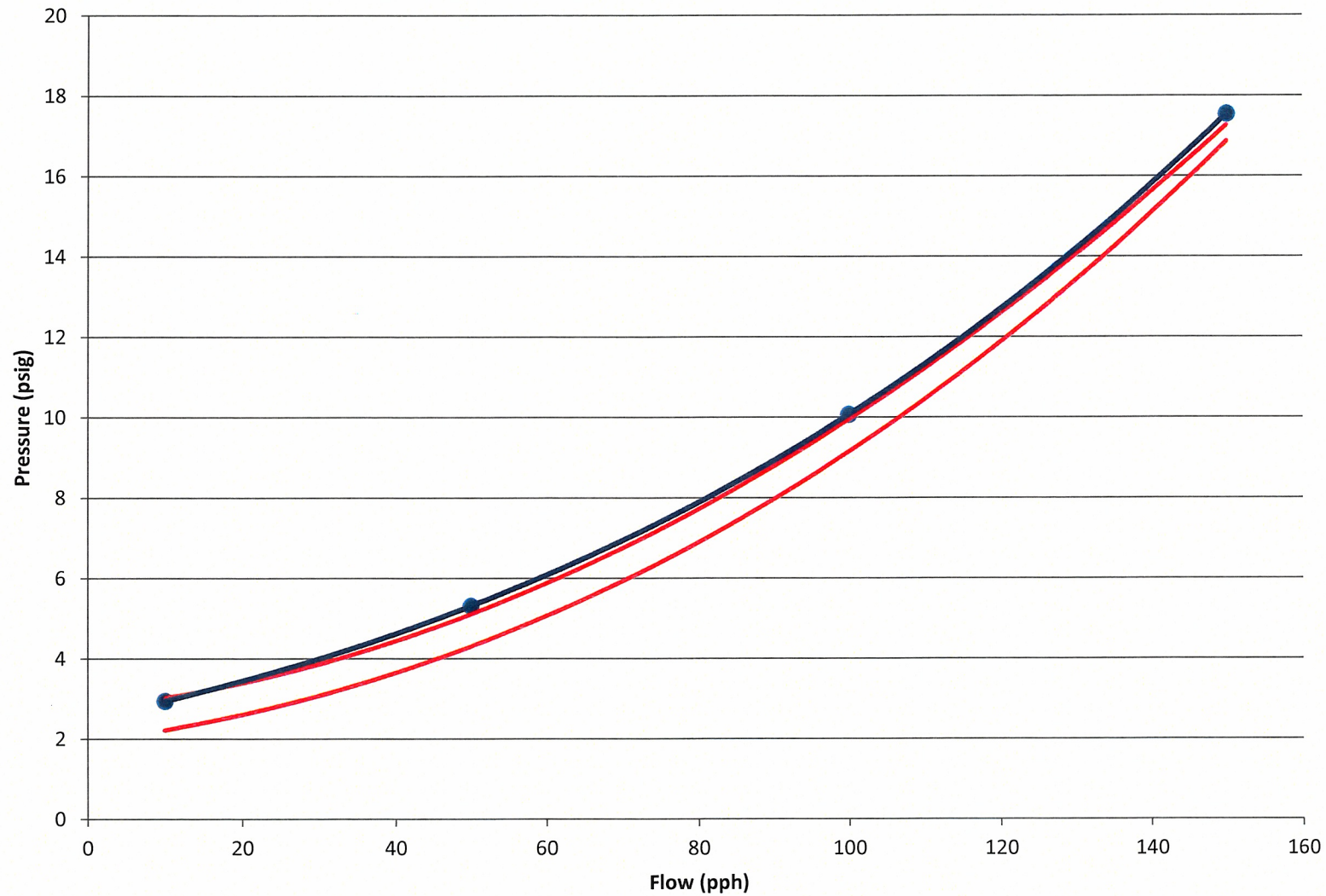


Engine / Component Disposition

Release for core salvage:		Date/Sign:		
Release to Repair Station:		Date/Sign:		
Scrap:		Date/Sign:		
Return to customer:	X	Date/Sign:	02/12/2016, upon receipt of release from NTSB IIC.	
Customer Name/Company:	Anglin Aircraft Recovery Service, LLC			
Address:	4901 Holletts Corner Road			
City:	Clayton	State:	DE	
Zip:	19938	Country:	USA	

Part Number	631427-2a21	Date of Test	2/11/2016
Serial Number	h219821cr	Time of Test	8:08 AM
Calibration Curve Number	641865-23	Test Operator	ffurguson

Manifold Flow Calibration Report



SUB-ASSEMBLY THROTTLE BODY FUEL FLOW TEST REPORT

02/11/16 02:46 PM

TEST DATE: 02/11/16 08:22 AM

USER: FFURGUSON

SERIAL NUMBER: b038701ra

PART NUMBER: 629904-2

DASH NUMBER: 02-MANUAL

MODE: MANUAL (0)

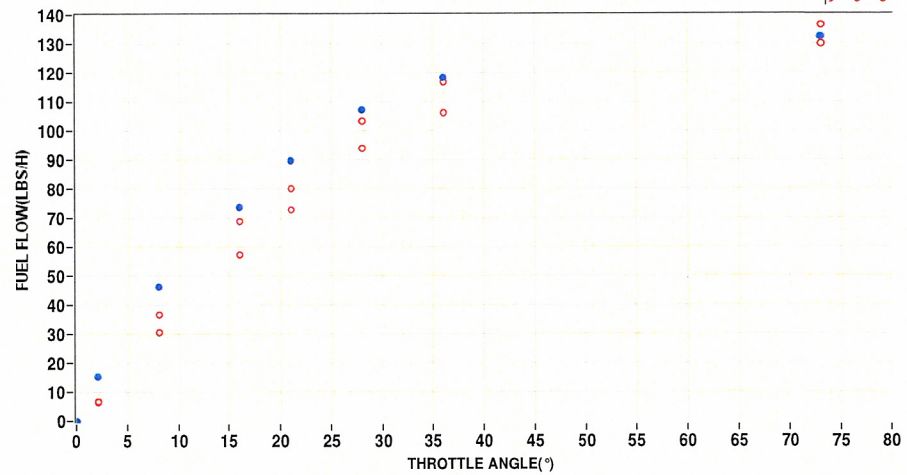
ANGLE SP TOL:
($\pm$ °) 2.0

PRESSURE SP TOL:
($\pm$ PSI) 0.2

TEMPERATURE
RANGE(°F): 68.0 - 78.0

**FUEL FLOW TEST
FAILED!**

FUEL FLOW VS. THROTTLE ANGLE



TARGET ANGLE (°)	MEASURED ANGLE (°)	TARGET PRESSURE (PSI)	MEASURED PRESSURE (PSI)	MEASURED TEMPERATURE (°F)	MIN FUEL FLOW (LBS/H)	MAX FUEL FLOW (LBS/H)	MEASURED FUEL FLOW (LBS/H)
2.000	2.000	8.000	7.935	72.268	6.600	6.900	15.405
8.000	8.000	13.700	13.672	72.296	30.600	36.700	46.241
16.000	16.000	15.200	15.198	72.330	57.300	68.800	73.650
21.000	21.000	16.000	15.988	72.352	72.800	80.100	89.686
28.000	28.000	15.650	15.558	72.360	94.000	103.400	107.215
36.000	36.000	13.500	13.466	72.412	106.200	116.800	118.384
73.000	73.000	10.400	10.373	72.422	130.000	136.500	132.441
na							

----- Continental Motors, Inc. -----

Final Report
OF
calibration-8_CCW TEST RESULTS
FOR

Accy Name : 632845 -8

Part Number : 646212-52A3

Serial Number : H219821BR

LOGGED BETWEEN : 2/11/2016 8:40:27 AM

AND : 2/11/2016 8:44:36 AM

BY

Operator : etaylor

Work Order Number : FAA

Report Generated On : 2/11/2016 9:25:08 AM

----- Continental Motors, Inc. -----

Airframe Name	: 632845-8	Model Number	:	
Part Number	: 646212-52A3	Test Document	:	632845
Accy Name	: 632845 -8			
Test Type	: calibration-8_CCW			
Serial Number	: H219821BR	Operator	:	etaylor
Test Station ID	: R678	Work Order	:	FAA
Run Date/Time	: 2/11/2016 8:40:27 AM	Report Type	:	Final

Paragraph Number : 1

Paragraph Name : ----

Test Point	supply temp F	pump speed Min	pump speed RPM	pump speed Max	pump flow Min	pump flow PPH	pump flow Max	discharge pressure Min	discharge pressure PSIG	discharge pressure Max
3	72.5	594.0	600.5	606.0	6.500	5.890-	7.000	10.50	9.99-	11.50
4	73.7	2574.0	2600.1	2626.0	149.000	149.230	151.000	32.70	26.91-	33.30
5	72.6	1584.0	1600.7	1616.0	37.000	36.960-	38.000	18.50	19.00	21.50
6	72.3	594.0	600.7	606.0	6.500	6.560	7.000	10.50	11.76+	11.50

----- Continental Motors, Inc. -----

Airframe Name	: 632845-8	Model Number	:	
Part Number	: 646212-52A3	Test Document	:	632845
Accy Name	: 632845 -8			
Test Type	: calibration-8_CCW			
Serial Number	: H219821BR	Operator	:	etaylor
Test Station ID	: R678	Work Order	:	FAA
Run Date/Time	: 2/11/2016 8:40:27 AM	Report Type	:	Final

----- Data Variance Report -----

Paragraph Number : 1

Paragraph Name : ----

Data for Test Point "3" out of limits
 Data for Test Point "4" out of limits
 Data for Test Point "5" out of limits
 Data for Test Point "6" out of limits



Continental Motors

ENGINE FIELD INSPECTION REPORT

ENGINE MODEL	IO-520-BB12B
ENGINE SERIAL NUMBER	578107
AIRCRAFT MAKE & MODEL	BeechA36
AIRCRAFT SERIAL NUMBER	E-681
AIRCRAFT REGISTRATION	N4314S
FILE NUMBER	15-351

NAME	SIGNATURE	DATE
Nicole L. Charnon		02/04/2016

ENGINE FIELD INSPECTION REPORT**FILE NUMBER:**

15-351

ENGINE S/N:

578107

PAGE 2 of 29**GENERAL INFORMATION**

EXAMINATION		ACCIDENT DATA	
DATE	12/22/2015	NTSB ACCIDENT #	ERA16LA077
FACILITY	Anglin Aircraft Recovery Services LLC	NTSB INVESTIGATOR	Eric Alleyne
ADDRESS	4901 Holletts Corner Road Clayton, DE 19938	FAA INVESTIGATOR	Gary Martin
		ACCIDENT DATE	12/22/2015
		ACCIDENT LOCATION	Myerstown, PA

ENGINE INFORMATION

ENGINE POSITION	Single Engine
TOTAL TIME	Unknown
TIME SOH	1218.16 (according to pilot's statement)
TYPE & TIME SLI	179.99 (according to pilot's statement)
BUILD DATE	05/22/1985
IN SERVICE DATE	Unknown

Significant logbook information:

The aircraft's tachometer time read 1,218.56 during the examination. The oil filter had a date of 11/05/2015 and a tachometer time of 1,176.71 written on the side. According to a maintenance entry for the accident airplane, the aircraft/engine underwent an annual inspection on January 18, 2015, at a tachometer time of 1,038.17 hours and a time since major overhaul (SMOH) of 1,038.17 hours. No other maintenance records were provided. Stickers located on two of the engine cylinders indicated that the engine was overhauled by Ultimate Engines, Inc. of Mena, Arkansas. All of the rocker covers indicated that Millennium cylinders were installed with GAMI fuel injector nozzles. The date of the engine overhaul is not known.

Report Summary:

Search Code(s): 15-12-68

The engine's bottom side sustained impact-related damage that displaced the induction system, fractured the oil sump, and damaged the engine nacelle, all of which precluded a test run. Besides the impact-related damage, no pre-accident anomalies were noted that would have prevented the engine from being able to produce full, rated power. The engine's fuel system components were removed from the aircraft for further examination and testing at the Continental Motors facility.

Disposition of engine following exam:

The engine was retained by the NTSB investigator-in-charge and will be released upon completion of the examinations.

ENGINE FIELD INSPECTION REPORT**FILE NUMBER:**

15-351

ENGINE S/N:

578107

PAGE 3 of 29**INSPECTION WITNESSES**

NAME	Nicole Charron	NAME	Henry Soderlund
ADDRESS	Washington, DC	ADDRESS	Wichita, KS
ORGANIZATION	Continental Motors	ORGANIZATION	Textron Aviation
PHONE		PHONE	
NAME	Millicent Hoidal	NAME	Michael Hicks
ADDRESS	Ashburn, VA	ADDRESS	Ashburn, VA
ORGANIZATION	NTSB – Eastern Region	ORGANIZATION	NTSB – Eastern Region
PHONE		PHONE	

EXTERNAL INSPECTION OF ENGINE

The engine remained attached to the airframe, but was displaced so that the front of the engine was lower than the rear. The three-bladed propeller remained attached to the engine crankshaft and all three blades remained attached to the hub.

The top cowling was removed and no external anomalies were noted with the engine. The throttle body/metering unit sustained impact-related damage that fractured a portion of the throttle body, fractured the oil sump area to which it was mounted, and displaced the induction tubes. The starter motor was separated from the adapter and the adapter's motor mount was fractured.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 4 of 29



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 5 of 29

ENGINE TEARDOWN AND COMPONENT EXAMINATION

EXHAUST SYSTEM

Condition: The exhaust system remained intact with no signs of pre-accident anomalies noted.



INDUCTION SYSTEM

Condition: The intake filter was distorted and contained dirt and debris from the accident site. The induction box was displaced and distorted. The throttle body was fractured and the throttle body inlet and outlet were partially displaced from their intake tubes. The wye plenum was displaced and separated from the intake manifolds. The intake risers remained attached to their respective cylinders. No pre-accident anomalies were noted with the induction system.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 6 of 29

IGNITION SYSTEM

**LEFT
MAGNETO**Manufacturer: Continental
Motors S6RN-1225

P/N: 10-349350-5

S/N: Not Legible

Condition: The magneto remained in place on the topside of the engine with no signs of slipping or rotation on the mounting pad noted. The ignition harness remained attached to the magneto. Manual manipulation of the magneto revealed that it was secured in place. The top sparkplugs were removed from their cylinders and were attached to their respective terminals. The magneto's impulse coupling produced an audible snap during propeller rotation and a spark through the ignition system in firing order with no pre-accident anomalies noted.

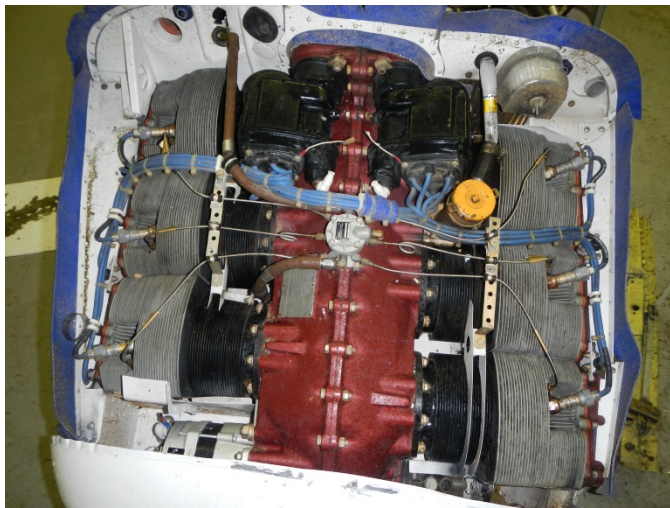


ENGINE FIELD INSPECTION REPORT

FILE NUMBER:	15-351	ENGINE S/N:	578107	PAGE 7 of 29
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RIGHT MAGNETO	Manufacturer: Continental Motors S6RN-1225	P/N: 10-349350-4	S/N: C229311FR
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Condition: The magneto remained in place on the topside of the engine with no signs of slipping or rotation on the mounting pad noted. The ignition harness remained attached to the magneto. Manual manipulation of the magneto revealed that it was secured in place. The top sparkplugs were removed from their cylinders and were attached to their respective terminals. The magneto's impulse coupling produced an audible snap during propeller rotation and a spark through the ignition system in firing order with no pre-accident anomalies noted.



IGNITION HARNESS	Manufacturer: Ultimate Engines	P/N: Unknown	S/N: Unknown
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Condition: The ignition harness remained secured to both magnetos and the terminals remained secured to their respective sparkplugs. There were no signs of pre-accident anomalies noted with any of the leads.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 8 of 29

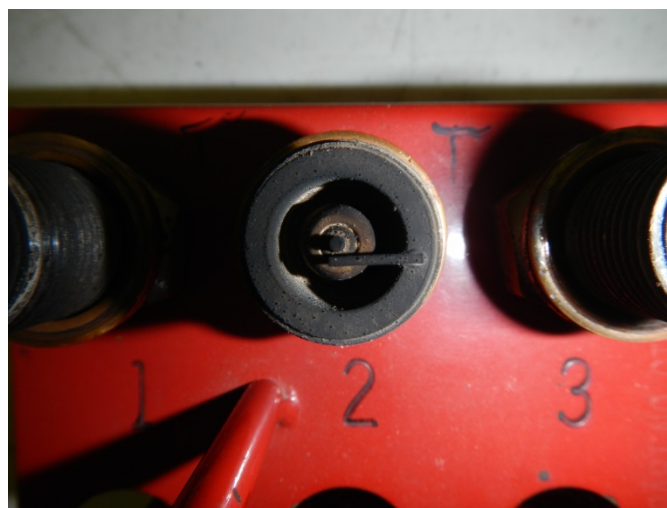
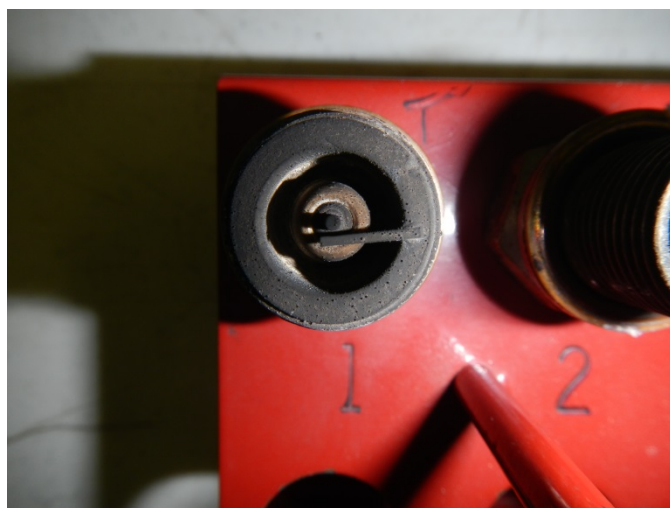
SPARK PLUGS

Manufacturer: Champion

P/N: RHB32S

Condition:

The sparkplugs remained secured to their respective cylinders. The top sparkplugs were removed and none displayed evidence of carbon or lead fouling; however, the #2 top sparkplug was covered in dark soot. The top sparkplugs were reattached to their respective ignition lead and all produced a bright blue spark during propeller rotation.



ENGINE FIELD INSPECTION REPORT

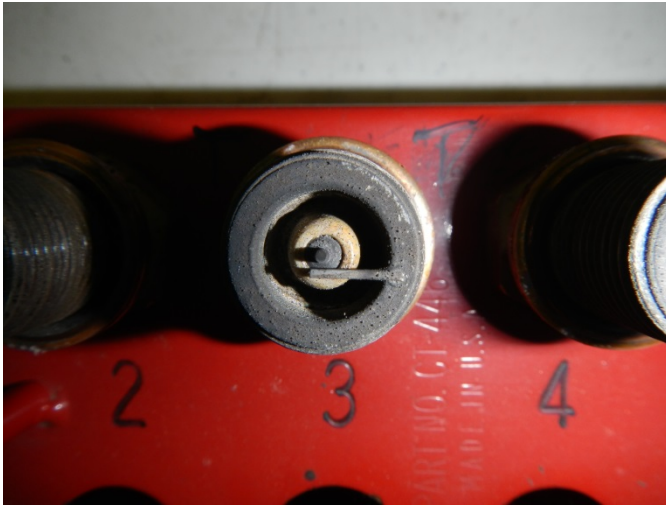
FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 9 of 29



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 10 of 29

FUEL SYSTEM

FUEL PUMP

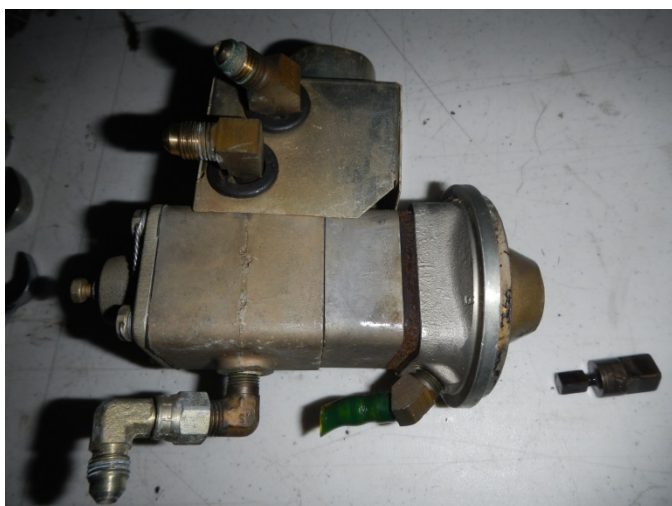
Manufacturer: Continental
Motors

P/N: 646212-16

S/N: H219821BR

Condition: The engine-driven fuel pump remained secured to the backside of the engine with no external signs of operational distress noted. Residual fuel poured from the fuel pump fittings when the fuel lines were removed. The drive coupling was intact. Manual rotation of the drive coupling while installed in the fuel pump drive shaft resulted in a free rotation of the shaft with residual fuel coming from the fuel pump cavity. No pre-accident anomalies were noted. The fuel pump was retained by the NTSB for further testing at the Continental Motors factory.

Following the removal of the engine drive fuel pump, the aircraft's electric fuel boost pump was operated using battery power. Residual fuel was pumped in a steady stream from the fuel supply line to the engine driven fuel pump. No pre-accident anomalies were noted with the aircraft's fuel supply system.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 11 of 29

THROTTLE BODY METERING UNIT

Manufacturer: Continental
Motors

P/N: Not Observed

S/N: Not Observed

Condition:

The throttle body remained in place and secured to its mountings on the bottom side of the oil sump; however, that section of oil sump was fractured and separated from the engine. The fuel inlet and return lines remained attached to the metering unit, but the outlet fitting (to the fuel manifold valve) was fractured. The throttle and mixture control cables remained attached to their respective levers/shafts. The throttle and mixture control cables were displaced in the engine nacelle due to the distortion of the airframe structure and movement of the control levers through manual manipulation of the cockpit controls was not possible. The cables were removed as were the attached fuel lines. The throttle and mixture control levers were manually rotated through their normal range of motion with no signs of slipping or binding noted. Residual fuel poured out of the fuel fittings during the removal of the unit. The inlet fuel screen remained in place and secured with safety-wire. It was not removed. The throttle body/fuel metering unit was shipped to Continental Motors for testing.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 12 of 29**FUEL MANIFOLD
VALVE**Manufacturer: Continental
Motors

P/N: 631427-2A21

S/N: H219821CR

Condition:

The fuel manifold valve remained secured to the topside of the engine. The fuel inlet and injector lines remained attached to the manifold valve, though the fuel supply line was fractured at the metering unit fitting. The fuel manifold valve cap remained secured to the body and the safety-wire was in place. No pre-accident anomalies were noted. The unit was not disassembled as it will be returned to Continental Motors for flow testing. Residual fuel poured from the inlet fitting when the manifold valve was removed from the engine.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

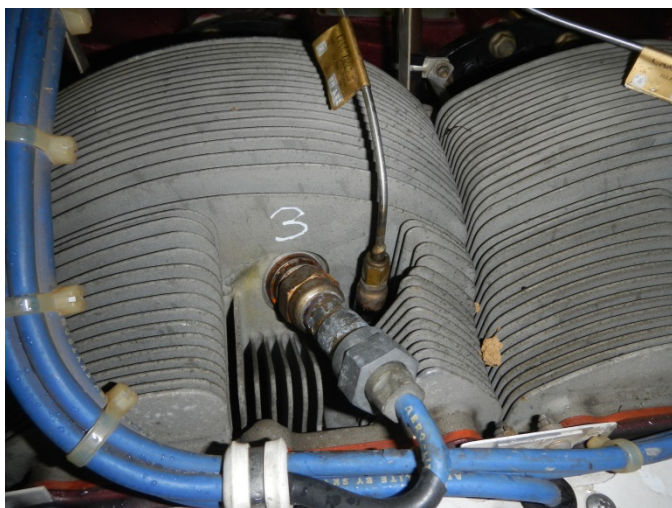
PAGE 13 of 29

FUEL NOZZLES AND LINES

Manufacturer: GAMI

Condition:

The fuel injector nozzles were attached to their injector lines and their respective cylinders. The bases of the #2, #4, and #6 fuel injector nozzles showed signs of blue staining and dark discoloration. The fuel injector nozzles were removed and examined; none displayed any signs of blockage. The fuel injector nozzles were reattached to the fuel injector lines for shipment to Continental Motors for testing.



ENGINE FIELD INSPECTION REPORT

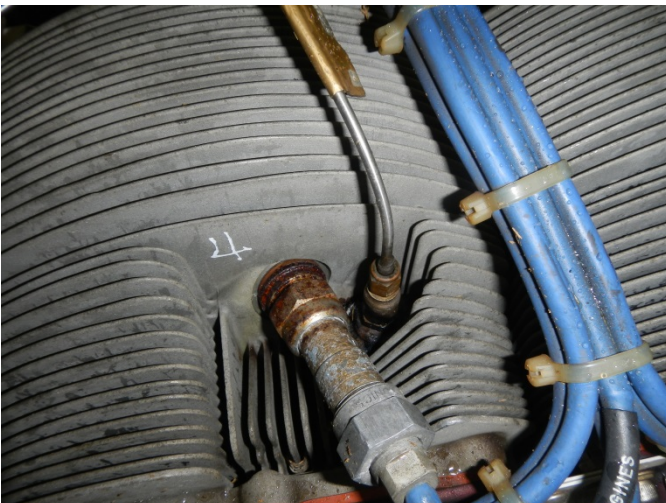
FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 14 of 29



ENGINE FIELD INSPECTION REPORT

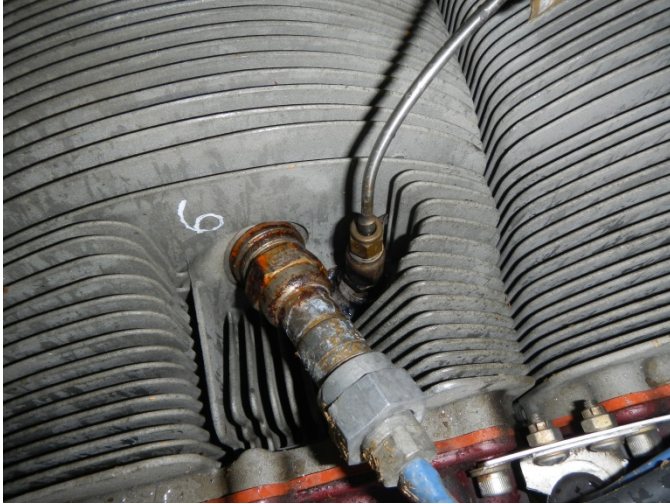
FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 15 of 29



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 16 of 29

LUBRICATION SYSTEM

OIL SUMP

Condition: The oil sump remained secured to the bottom side of the engine, but it was fractured in the area to which the throttle body mounts. The bottom side of the engine was visible through the fractured sump and no pre-accident anomalies were noted.



OIL PICKUP TUBE & SCREEN

Condition: The oil pickup tube and screen were not viewed in their entirety; however, there were no pre-accident anomalies noted with the visible portions.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:	15-351	ENGINE S/N:	578107	PAGE 17 of 29
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OIL PUMP

Condition: The oil pump remained attached to the backside of the engine and there was no sign of pre-existing oil leaks or anomalies noted. Though the oil pump was not disassembled, there were no signs of lubrication distress on the engine components.

OIL FILTER

Manufacturer: Champion

Condition: The oil filter remained secured with safety-wire and had the following date and tachometer time written on the side: "11-5-15 1176.71". There were no external anomalies noted.



OIL COOLER

Manufacturer: Drake Air

P/N: 635996o

S/N: 1284

Condition: The oil cooler remained attached to the back left side of the engine with no signs of pre-accident anomalies noted.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 18 of 29

CYLINDERS

NOTE: The photos that follow the cylinder condition description represents the external view of the cylinder, the piston, the intake valve, and the exhaust valve, in that order unless otherwise specified.

CYLINDER #1

Condition: The cylinder remained secured to the crankcase and there were no external signs of operational distress. The torque putty was not present on the cylinder attaching hardware. The cylinder was borescope inspected through the top sparkplug hole and no pre-accident anomalies were noted with the cylinder barrel, cylinder head, piston, valves, or valve seats. A thumb compression test resulted in strong suction and compression from the cylinder.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

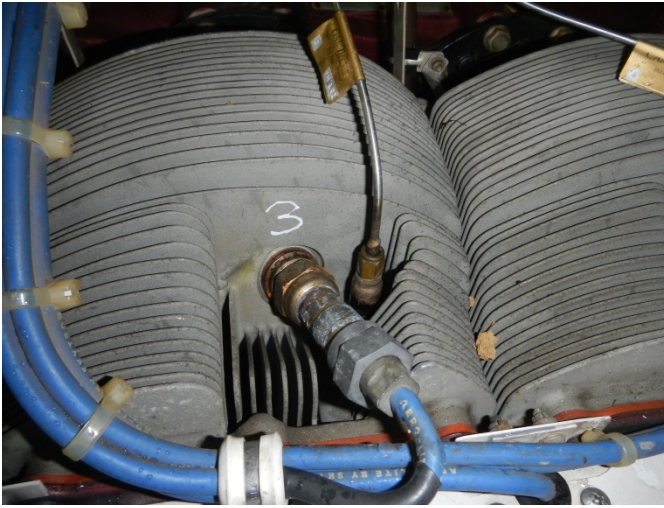
ENGINE S/N:

578107

PAGE 19 of 29

CYLINDER #3

Condition: The cylinder remained secured to the crankcase and there were no external signs of operational distress. The torque putty was not present on the cylinder attaching hardware. The cylinder was borescope inspected through the top sparkplug hole and no pre-accident anomalies were noted with the cylinder barrel, cylinder head, piston, valves, or valve seats. A thumb compression test resulted in strong suction and compression from the cylinder.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

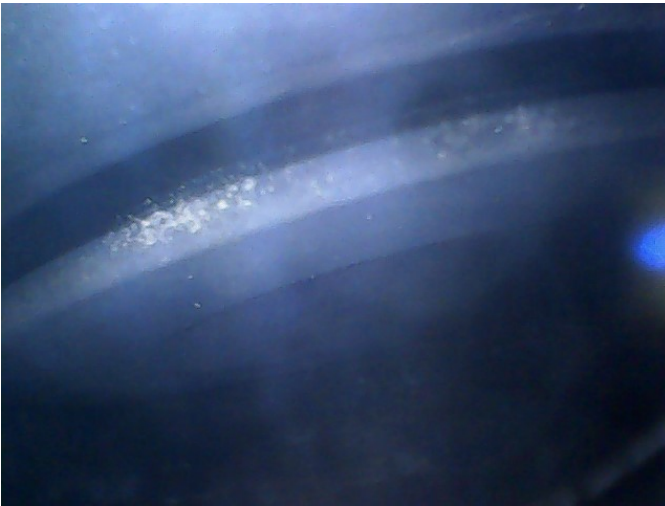
ENGINE S/N:

578107

PAGE 20 of 29

CYLINDER #5

Condition: The cylinder remained secured to the crankcase and there were no external signs of operational distress. The torque putty was not present on the cylinder attaching hardware. The cylinder was borescope inspected through the top sparkplug hole and no pre-accident anomalies were noted with the cylinder barrel, cylinder head, piston, valves, or valve seats. A thumb compression test resulted in strong suction and compression from the cylinder.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

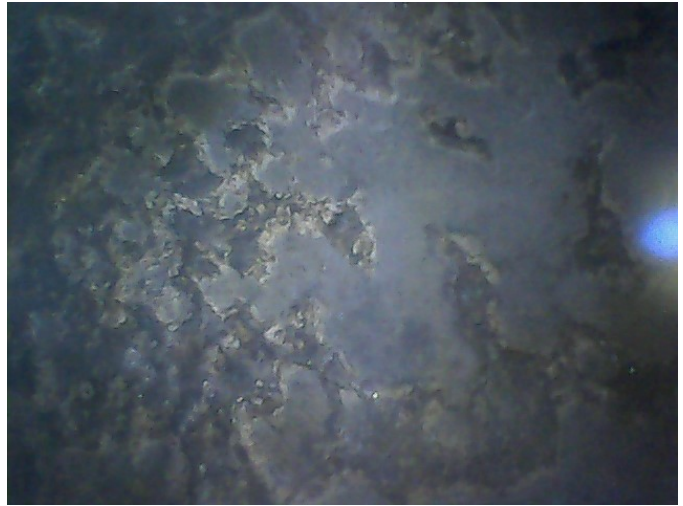
ENGINE S/N:

578107

PAGE 21 of 29

CYLINDER #2

Condition: The cylinder remained secured to the crankcase and there were no external signs of operational distress. The torque putty was not present on the cylinder attaching hardware. The cylinder was borescope inspected through the top sparkplug hole and no pre-accident anomalies were noted with the cylinder barrel, cylinder head, piston, valves, or valve seats. A thumb compression test resulted in strong suction and compression from the cylinder.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

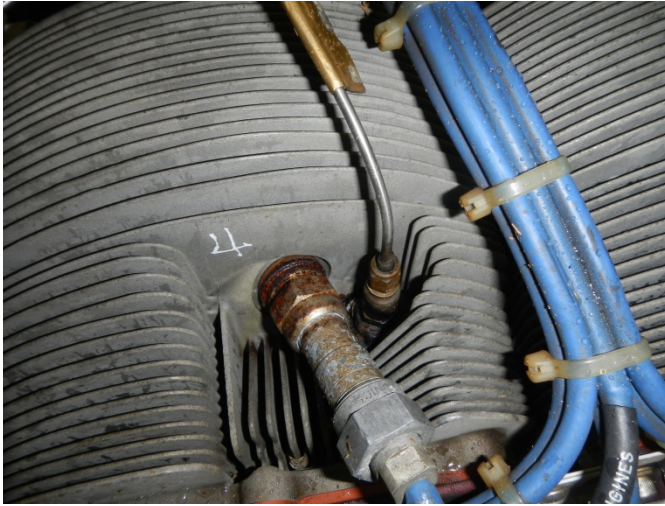
ENGINE S/N:

578107

PAGE 22 of 29

CYLINDER #4

Condition: The cylinder remained secured to the crankcase and there were no external signs of operational distress. The torque putty was not present on the cylinder attaching hardware. The cylinder was borescope inspected through the top sparkplug hole and no pre-accident anomalies were noted with the cylinder barrel, cylinder head, piston, valves, or valve seats. A thumb compression test resulted in strong suction and compression from the cylinder.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

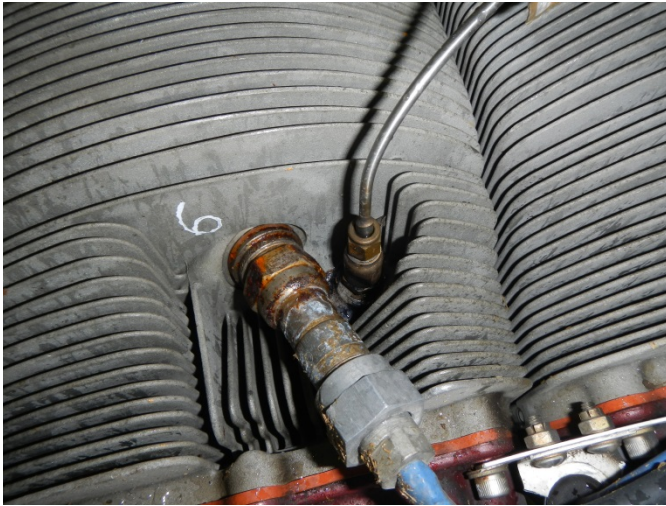
ENGINE S/N:

578107

PAGE 23 of 29

CYLINDER #6

Condition: The cylinder remained secured to the crankcase and there were no external signs of operational distress. The torque putty was not present on the cylinder attaching hardware. The cylinder was borescope inspected through the top sparkplug hole and no pre-accident anomalies were noted with the cylinder barrel, cylinder head, piston, valves, or valve seats. A thumb compression test resulted in strong suction and compression from the cylinder.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

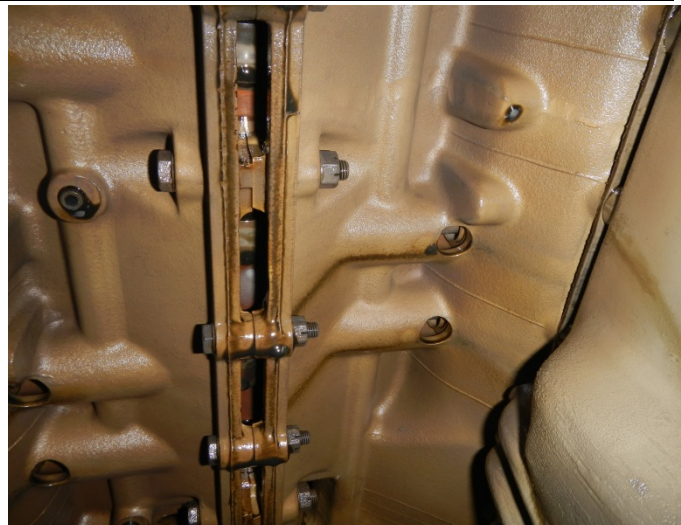
578107

PAGE 24 of 29

CRANKCASE ASSEMBLY

CRANKCASE

Condition: The crankcase remained intact and did not display any external signs of operational distress. Examination of the bottom crankcase halves through the fractured oil sump also revealed no pre-accident anomalies.



CRANKSHAFT ASSEMBLY

CRANKSHAFT

Forging Number: Not Observed**S/N:** Not Recorded**Heat code:** Not Observed

Condition: The crankshaft was not observed in its entirety, but rotation of the propeller confirmed crankshaft continuity back to the crankshaft gear/accessory section and out to each piston. No binding was noted during crankshaft rotation.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

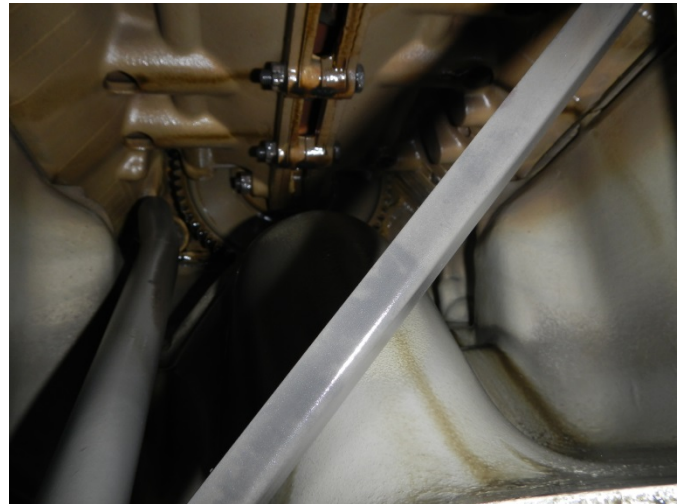
578107

PAGE 25 of 29

CAMSHAFT ASSEMBLY

CAMSHAFT

Condition: Portions of the camshaft were observed through the fractured oil sump. No pre-accident anomalies were noted with the visual portions and camshaft continuity was confirmed during the compression test.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 26 of 29

ACCESSORIES

STARTER

Manufacturer: Energizer

P/N: 646238

S/N: J-2284201

Condition:

The starter motor was separated from the adapter, but the electrical cables remained attached to the unit. No pre-accident anomalies were noted.

**STARTER ADAPTER**

Condition:

The starter adapter remained attached to the backside of the engine, but the motor mounting flange was fractured. No pre-accident anomalies were noted with the unit.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER: 15-351 **ENGINE S/N:** 578107 **PAGE 27 of 29**

ALTERNATOR

Manufacturer: Not Recorded

P/N: Not Recorded

S/N: Not Recorded

Condition: The alternator remained attached to the engine with no pre-accident anomalies noted with the unit.

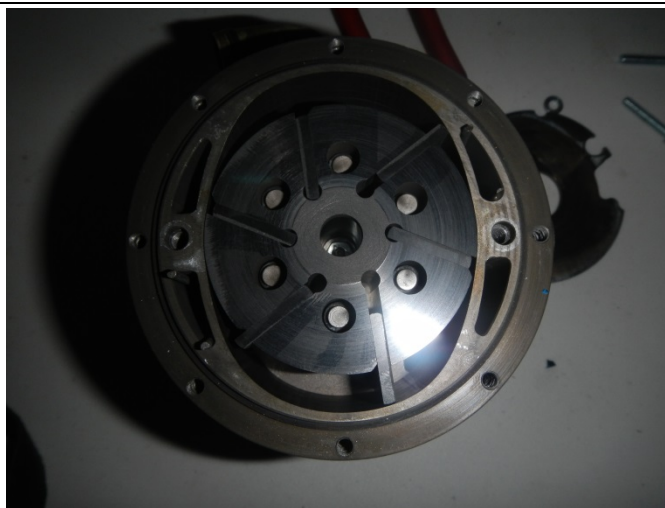
VACUUM PUMP #1

Manufacturer: Airborne

P/N: 242CW

S/N: 071603

Condition: The vacuum pump remained attached to the backside of the engine. The drive coupling remained intact. Disassembly of the vacuum pump revealed that the rotor and vanes were intact and there were no pre-accident anomalies noted.



VACUUM PUMP #2

Manufacturer: Airborne

P/N: 211CC

S/N: Not Legible

Condition: The standby vacuum pump remained secured to its electrical motor and mount. When battery power was applied to the electric motor, the standby vacuum pump operated and resulted in a leveling of the vacuum-driven gyro instruments. No pre-accident anomalies were noted with the unit.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 28 of 29

PROPELLER

PROPELLER GOVERNOR

Manufacturer: Not Recorded

P/N: Not Recorded

S/N: Not Recorded

Condition:

The governor remained attached to the front left side of the engine with no external signs of operational distress to the unit. The control cable remained attached to the control lever.

PROPELLER

Manufacturer: Hartzell

P/N: PHC-C3YF-1RF

S/N: EE2893A

Condition:

The propeller hub remained secured to the crankshaft's propeller flange and all three blades remained attached to the hub. The blades were labelled A, B, and C for the purposes of the examination. The outboard sections of all three blades were curled toward low pitch and all displayed leading edge and chord-wise gouges near the tips. The blade that was labeled A was loose in the hub indicating that its pitch change link was fractured.



ENGINE FIELD INSPECTION REPORT

FILE NUMBER:

15-351

ENGINE S/N:

578107

PAGE 29 of 29

