

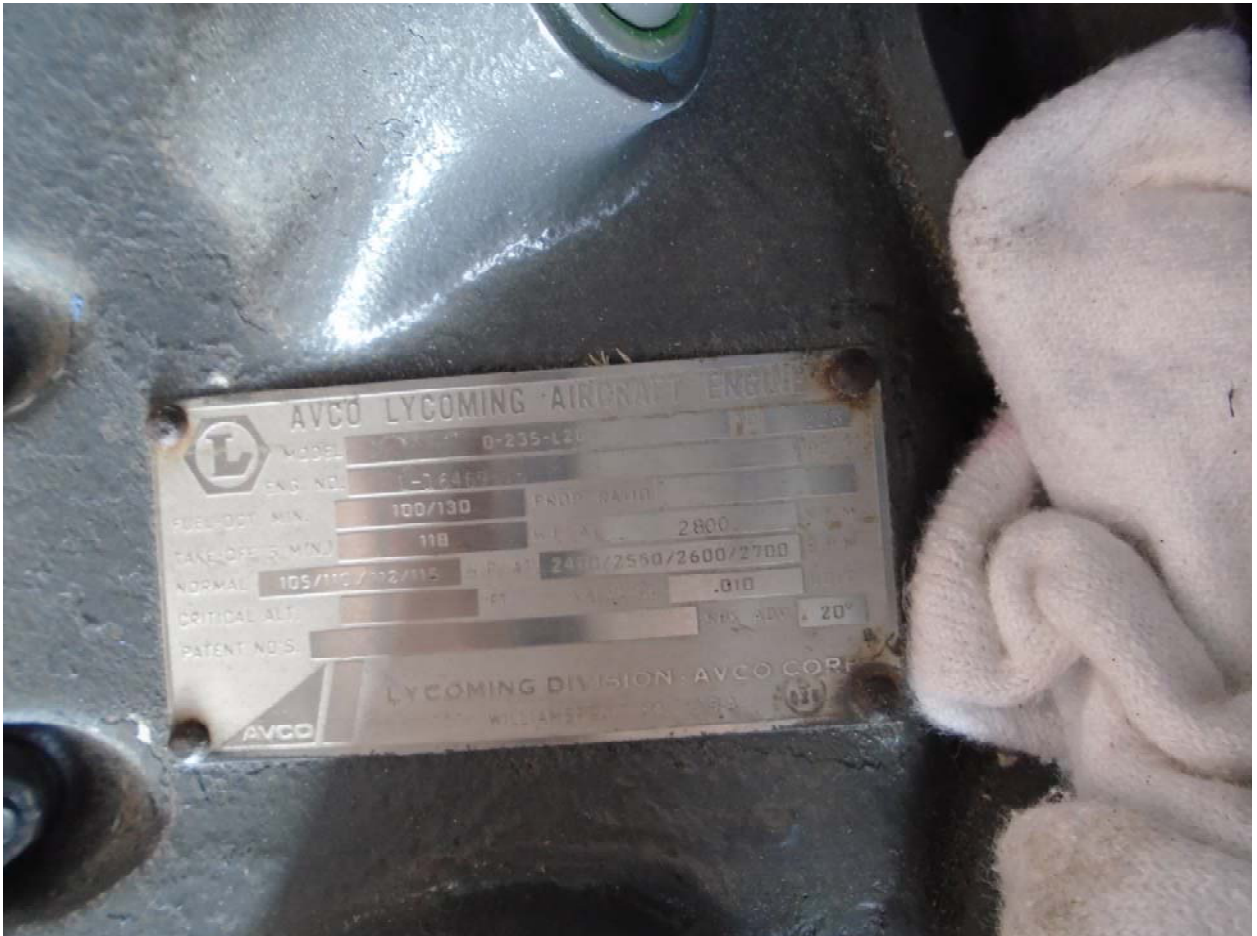
ERA16LA111

N6449P / Cessna 152 S/N 15285015

Engine/Airframe Examination

Theodore Sandoval & James Lopez Jan. 27, 2017

1. Photograph and document the engine data plate for valve clearance markings.

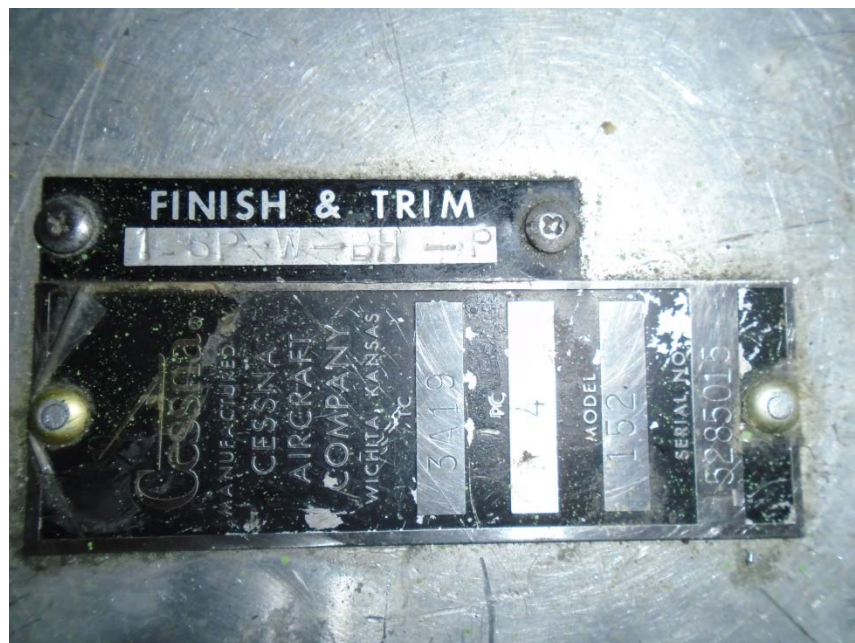


Engine Lycoming

Model O-235-L2C

Number L-16469-15

2. Photograph engine exterior, propeller (front, back, leading edges) and fuselage and wings.



3. Photograph left fuel tank vent line exterior.



4. Document no obstructions of primary fuel vent line thru check valve into fuel tank.

No obstructions other than Mud Dauber could be detected, but aircraft has been partially disassembled.

5. Have mechanic advise/show where the left fuel vent blockage was noted.

Mechanic stated that the blockage was due to Mud Dauber. It is impossible to know if the Mud Dauber was in the vent line at the time of the incident, we suspect not. Aircraft sat for approx. a year since incident.

6. Verify vented fuel caps were installed at both tanks and both vent openings are free.

Fuel caps had been removed by the mechanic when the aircraft was disassembled for relocating to Airglades Airport (21S). We inspected the fuel caps and found them to be of the vented type and free of defects.

7. Have mechanic advise/show that the fuel vent line from the left to right tank is free of obstructions.

Lines appeared free of obstructions, but aircraft had been disassembled for relocating to Airglades Airport (21S).

8. Remove all plugs and photo document gap and color.

Spark plugs showed no signs of defects, No. 3 & 4 Lower were wet with oil. Probably due to positioning during shipment to Airglades Airport (21S).

9. Verify ignition switch continuity and inspect P-leads for evidence of contact with ground.

Since engine was removed from aircraft for shipment to Airglades Airport (21S), continuity at time of incident could not be determined. Visual inspection of leads and terminals showed no defects.

10. Verify air induction system free of obstructions.

Air induction system looked clear and free of defects.

11. Verify exhaust system components are not blocked.

Exhaust system looked good, except for little damage at exhaust tip due to incident.

12. Verify mechanic confirmed the magnetos were properly timed.

Timing was at 25° BTDC.

13. Rotate propeller with spark plugs removed from cylinders but attached to leads and verify spark at all leads.

All eight leads showed sparks. Suction and compression was verified at this time, but no actual performance of a pressure check for specific values were performed.

14. Verify with mechanic if any fuel was found in the carburetor bowl.

No fuel was in carburetor, but there was fuel in the line to the carburetor. Engine had been removed and moved since incident.

15. Verify gap of all valves are between 0.007 and 0.009 inch per Operator's Manual and 100 hour inspection guidelines.

The gap on all eight valves were found to be between 0.007 and 0.009 (Engine cold)