



Continental Motors

ENGINE FIELD INSPECTION REPORT

ENGINE MODEL	O-200-A(48)
ENGINE SERIAL NUMBER	230858R
AIRCRAFT MAKE & MODEL	Cessna-150F
AIRCRAFT SERIAL NUMBER	15064048
AIRCRAFT REGISTRATION	N7948F
FILE NUMBER	16-227

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John T. Kent



10/28/2016

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GENERAL INFORMATION

EXAMINATION

ACCIDENT DATA

DATE 10/26/2016

NTSB ACCIDENT # ERA17LA015

FACILITY Berry Hill Airport

NTSB INVESTIGATOR Aaron McCarter

ADDRESS Stockbridge, Georgia

FAA INVESTIGATOR Danny Cox

ACCIDENT DATE 10/16/2016

ACCIDENT LOCATION Stockbridge, Georgia

ENGINE INFORMATION

ENGINE POSITION Front

TOTAL TIME 3,673.55

TIME SOH 604.85

TYPE & TIME SLI 20.4

BUILD DATE 08/18/1978

IN SERVICE DATE Unknown

Significant logbook information: The engine was overhauled on 12/06/1988 at a total time of 3,068.7 Hours by DLK Aviation in Roswell, Georgia. The last annual inspection was performed on May 10, 2016 by [REDACTED]. The engine was disassembled due to low oil pressure and repaired on 12/14/1990 by FAA Repair Station #AF5R724M.

Report Summary: The number four exhaust valve was found stuck in the full open position. The valve was very hard to remove from the cylinder.

Search Code(s):

Disposition of engine following exam: The engine was released to the owner.

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NAME	John T. Kent	NAME	Henry Soderlund
ADDRESS	██████████ Mobile, Alabama 36615	ADDRESS	Wichita, Kansas
ORGANIZATION	Continental Motors	ORGANIZATION	Textron Aviation
PHONE	██████████	PHONE	██████████
NAME	Danny Cox	NAME	Kaleb Stevens
ADDRESS	Atlanta, Georgia	ADDRESS	Griffin, Georgia
ORGANIZATION	FAA/FSDO	ORGANIZATION	Atlanta Air Recovery
PHONE	██████████	PHONE	██████████
NAME	Jeremy Wood	NAME	
ADDRESS	Stockbridge, Georgia	ADDRESS	
ORGANIZATION	Owner	ORGANIZATION	
PHONE	██████████	PHONE	

EXTERNAL INSPECTION OF ENGINE

The engine was intact with the vacuum pump, carburetor, and the right side muffler separated. The carburetor was hanging by the mixture control wire. The left side muffler was crushed up into the left side cylinders. The oil sump was pushed up and to the rear. The rear baffling was pushed forward.

The cylinders were examined using a lighted boroscope. The cylinders all had dark deposits on the pistons and cylinder domes. All of the valves were in place.

The rocker covers were removed and the crankshaft was rotated. Continuity was confirmed to cylinders one, two, and three. Good thumb compression was confirmed to cylinders one, two, and three. The number four cylinder exhaust valve was found to be stuck in the full open positions. Impact damage was observed on the number four cylinder exhaust push rod tube, and the rocker arm was stiff and hard to rotate. The number four cylinder was removed and examined. The exhaust valve had to be driven out of the cylinder with a drift and a hammer. The valve stem was dark and coated with a carbon type material.

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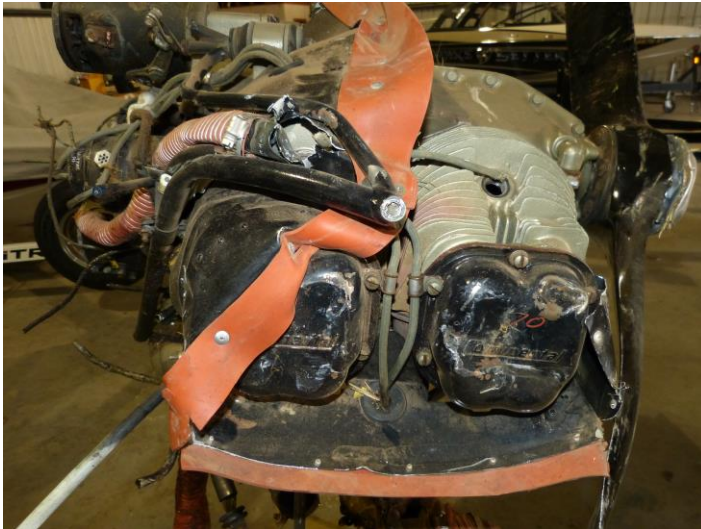
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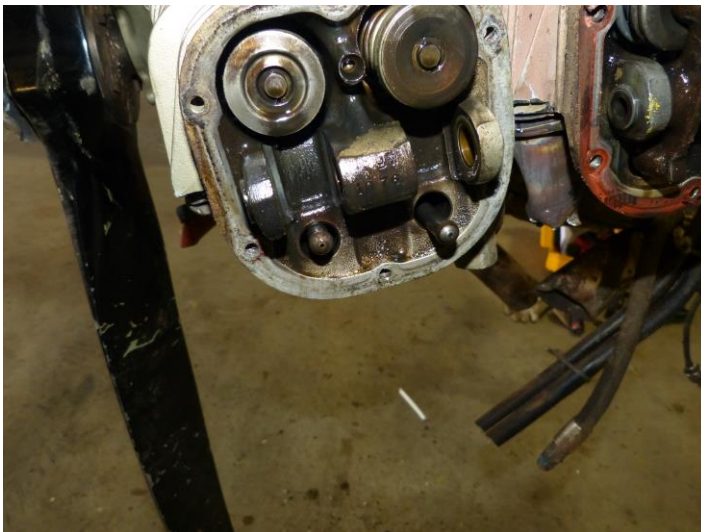
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Spark Plugs: Champion REM-40E

The spark plugs were removed and examined. They had normal wear when compared to the Champion Check-A-Plug comparison card, and dark deposits in the electrode areas. The number four bottom spark plug had oil and carbon type deposits in the electrode areas.

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Magnetos: left, Slick-4301, SN-97042591

Right, Slick-4301, SN-97642584

Both magnetos were in place and not damaged. When the crankshaft was rotated the impulse couplings snapped at top dead center on the number one cylinder. Both magnetos were removed and tested. When hand rotated they both sparked at all terminals.

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The oil screen was removed and examined. No metal was observed on the screen. A few small carbon deposits were observed on the screen.



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Carburetor: Marvel Schebler, MA3-SPA, PN-10-4894, SN-1226??

The carburetor was separated and impact damaged. The throttle control was separated, but the actuating arm was free to move. The mixture control was hooked up and was free move. The carburetor heat control was in the center position and would not move. There was no fuel screen installed. The carburetor was disassembled and no fuel was found. The bowl was clean and dry. The floats were intact and attached to the needle valve. The needle valve seat was clean.



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Mufflers: The mufflers both had heavy impact damage. They were both opened and they were internally intact.



Propeller: McCauley, 1A100, SN-G1967

The propeller remained attached to the engine crankshaft. The spinner was missing. Blade one was twisted toward the direction of rotation and had chordwise scarring on the cambered side of the blade. Blade two had leading edge damage and was slightly bent toward the non-cambered side.

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