



Continental Motors

Component Examination Report

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

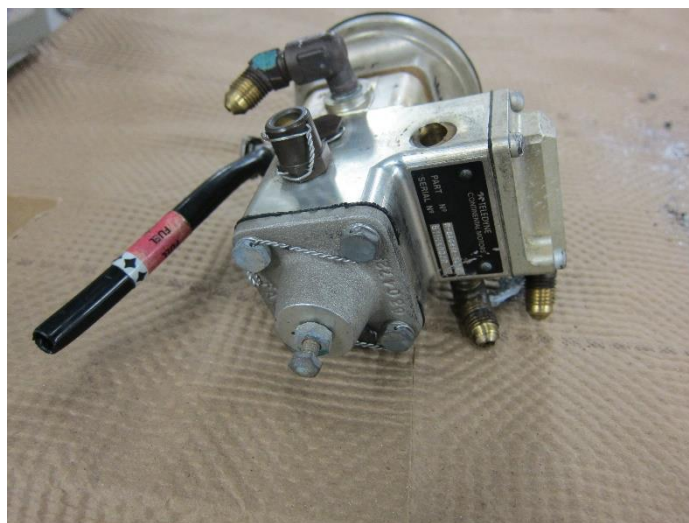
Date Received:	05/16/2017				Analytical Date:	05/17/2017				
Engine Model:	IO-550-B				Engine S/N:	685500				
Component P/N:	R-646212-54?2				Component S/N:	B11HA087R				
Engine:		Component:	☒	New:		Rebuilt:	☒	Overhaul:		
Aircraft Make/Model:	Beechcraft A36				Aircraft S/N:	E-1606		Reg. #:	N410BC	
Engine Position:	Single:	☒	Left:		Right:		Front:	☒	Rear:	
Engine Build Date:	01/26/2001		Date in Service:	Unknown			Date Removed:	Unknown		
Occurrence Date:	12/17/2017				Date Received:	05/16/2017				
Occurrence Location:	Ormond Beach, Florida				Returned By:	NTSB				
Reason for Return:	NTSB request for fuel pump to be bench tested.									
Inspection Performed By:	Kurt Gibson					Search Code:	15-12-68			
Summary:	There were no anomalies noted that would have prevented normal operation.									
Comments:										

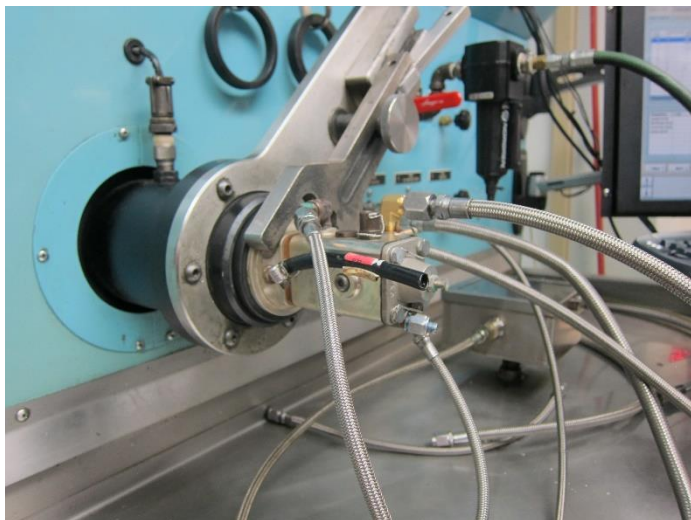
FUEL SYSTEM

*** - Fuel System Component(s) Flow/Pressure Test:** The "Observed" values (fuel flows and/or pressures) are recorded without adjustment (unless noted) of the fuel system component. The other values in each table are engineering specifications for the original calibration of the component to insure desired performance within the full range of operation. These tests and adjustments are carried out in an environment of controlled fuel supply pressures and calibrated test equipment.

When engines are installed in aircraft, they are subjected to a different induction system, fuel supply system and operating environment and may require further adjustments to compensate for these differences. It is these differences that may be present in the following test bench recorded values and CMI flow/pressure specifications. These tests are conducted to confirm that the fuel system components will function adequately within its' designed limitations.

FUEL PUMP		Manufacturer: CMI	P/N: R-646212-54?2	S/N: B11HA037R
Condition:	The fuel pump displayed impact damage signatures; one of the fuel line AN fittings had broken off. The fuel pump drive shaft was noted to have remained intact and the fuel pump drive shaft was capable of normal rotation. The broken AN fitting was removed and a serviceable fitting was installed. The fuel pump was placed on a production test bench for testing; the fuel pump operated normally. There were no anomalies noted.			
Fuel Pump Assembly Flow vs. Pressure Test				
RPM	Specified Pressure (PSI)	Specified Fuel Flow (PPH)	*Observed PPH @ PSI	
600	8.8 – 9.2	8.8 – 9.2	8.89 PPH @ 7.46 PSI	
2699	34.5 – 35	220 – 222	220.074 PPH @ 34.32 PSI	
601	8.8 – 9.2	8.8 – 9.2	8.93 PPH @ 8.38 PSI	
2699	34.5 – 35	220 – 222	221.464 PPH @ 34.05 PSI	
600	8.8 – 9.2	8.8 – 9.2	9.090 PPH @ 8.33 PSI	





Engine / Component Disposition

Release for core salvage:		Date/Sign:	
Release to Repair Station:		Date/Sign:	
Scrap:		Date/Sign:	
Return to recovery facility:	X	Date/Sign:	05/19/2017
Customer Name/Company:	Florida Air Recovery		
Address:	455 Tresca Rd Jacksonville, FL 32225		