

From: [Jim.Poo](#) [REDACTED]
To: [Read Leah](#)
Subject: Engine/Airframe Exam - N4796P
Date: Thursday, February 9, 2017 2:58:06 PM

Leah;

Summary of engine/ airframe exam results of FEB 8, 2017;

Engine:

Continental TSIO 520-P s/n 1002542

1. No breaches in engine crankcase.
2. All cylinders intact and attached.
3. Cylinder valve train intact.
4. Crankshaft rotation exist, although seems to be binding.
5. Rotated engine partially with existing installed starter.
6. Visible cylinder valve mechanisms operating.
7. Both magnetos producing sparks at plug leads.
8. Unable to rotate engine sufficiently to determine cylinder compression condition with available starter capacity.
9. Remnants of propeller hub removed for shipping.
10. Existing control cables and accessory plumbing remains.
11. Vacuum pump removed for shipping.
12. All spark plugs installed at original locations.

Airframe:

1. Left Wing fuel tank breached at lower aft side of aft spar mid span. Sheetmetal torn at spar attachment.
2. Right wing fuel tanks breached forward of forward spar at inboard lower corner. Sheetmetal torn at spar attachment.
3. Fuel selector free to rotate.
4. Unable to position aircraft adequate to perform fluid flow check to firewall. (Inadequate equipment to lift aircraft into position)

Located off airport accident site. Approximately 1.6 miles and 028 degrees from ZER airport, Along north side of PA Route 901. Photos and Google Map copies forthcoming.

Evidence of initial impact with tree canopy (+/- 75 feet AGL) approximately .10 mile upstream along flight path of 269 degrees to final impact into trees (6 feet AGL) and resting place on Route 901.

No visible ground impact indicators at accident site. Each impact (2) appear to have occurred above ground.

Also , interviewed PIC this AM.

Repeated several points you mentioned.

Ground engine run performed JAN 28th.

Fuel taken on at Queen city, 38 gallons, JAN 29th.

VFR/VMC flight with broken cloud cover.

Engine failure after five minutes in cruise flight @ 12,500 MSL. Declared emergency with NY center and announced ZER as intended airport, approximate 10 miles.

No warning or abnormal indications prior to failure. Multiple restarts attempted without success.

Airport in visual contact with occasional visibility lost during descent.

Aircraft dormant since approximately DEC 25.

PIC stated he did not sump fuel tanks before or after taking fuel or on accident date.

I will forward a detailed observation, Record of Conversation, and digital photos and Google Map pictures of accident site.

Have some other ideas to follow up on. Will call tomorrow to discuss.

Jim Pool

IIC

Federal Aviation Administration

Harrisburg Flight Standards District Office

