



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

April 27, 2017

Subject: ERA17LA160
Who: Dan Boggs – NTSB Air Safety Investigator

Mr. Boggs examined the engine of N6013E and noted the following:

- The engine remained attached to the airframe.
- Crankshaft continuity was obtained when rotating the propeller by hand.
- All cylinders remained attached to the engine and were not damaged. Thumb compression was observed on all cylinders when the propeller was rotated by hand.
- The propeller remained attached to the engine and no damaged was noted on the blades. It could be rotated through the 360-degrees of motion.
- ALL spark plugs were examined and no anomalies were noted with the electrodes. Some spark plugs were covered in fuel, water, and oil as a resulted of the recovery of the airplane.
- The oil was drained out of the engine to facilitate recovery. The oil screen was free of debris.
- The carburetor was examined, and no anomalies were noted. There was fuel noted in the carburetor bowl. The fuel, which was 100LL, had traces of water and clear of debris.
- There was no debris noted in the fuel strainer. 100LL was noted with traces of water in it.
- The engine starter operated without anomaly when the key was turned in the ignition.
- The magnetos were removed and inspected. They were full of water. The magnetos were rotated by hand and spark could not be generated.



Picture 1. View of engine