



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA17LA234

NTSB oversight: Dan Boggs

Place: Florida Aircraft Recovery

Examination date: 10/18/2017

**Subject: Engine examination
summary**

**Parties: Continental Motors
investigator (Kurt Gibson)**

An examination of the engine revealed impact damage signatures. The two blade, fixed pitch propeller remained attached to the crankshaft and displayed impact damage signatures to both of the blades. The crankshaft propeller flange remained partially attached to the rest of the crankshaft; the crankshaft was cracked aft of the propeller flange which was consistent with impact damage. The propeller was rotated by hand and camshaft, crankshaft, and valve train continuity to the rear accessory section of the engine was observed. Due to damage to the engine an engine test-run was not attempted. The magnetos, and the ignition harness were impact damaged and were unable to provide any useful information. The engine assembly did not reveal any anomalies within the drivetrain that would have precluded normal operation.

Examination of the carburetor revealed a significant amount of corrosion noted within the carburetor; there were several large flakes of corroded material at the bottom of the fuel bowl and one flake was located within the mixture control housing.