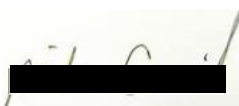




ENGINE EXAMINATION REPORT

N38811

ENGINE MODEL	C85-12F
ENGINE SERIAL NUMBER	167-5-12
AIRCRAFT MAKE & MODEL	1941 Piper J3C-65
AIRCRAFT SERIAL NUMBER	7288
AIRCRAFT REGISTRATION	N38811
FILE NUMBER	18-226

NAME	SIGNATURE	DATE
Mike Council		12-17-2019

ENGINE EXAMINATION REPORT**FILE NUMBER:**

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167-5-12

PAGE 2 of 5**GENERAL INFORMATION**

EXAMINATION		ACCIDENT DATA	
DATE	1-7-2019	NTSB ACCIDENT #	ERA19FA003
FACILITY	AMF Aircraft Recovery	NTSB INVESTIGATOR	Heidi Kemner (non-attending)
ADDRESS	[REDACTED] Springfield, TN	FAA INVESTIGATOR	Bruce Schimmel, Charleston, VA FSDO
		ACCIDENT DATE	10-6-2018
		ACCIDENT LOCATION	Cemetery Road, Fancy Gap Mountain, Fancy Gap, VA

ENGINE INFORMATION

ENGINE POSITION	Front-single
TOTAL TIME	2581 hours calculated. Engine overhauled by Don's Dream Machines 8-4-2014. Estimated engine total time 2505.0 hours at overhaul.
TIME SOH	76.5 at last 100-hour inspection dated 5-10-2018.
TYPE & TIME SLI	Annual Inspection/100-hour inspection. No hobbs meter or recording tach was found in the wreckage to confirm time since last inspection.
BUILD DATE	Undetermined. The serial number was not available in Continental Motors serial data information or archived paper ledgers.
IN SERVICE DATE	Undetermined

Significant logbook information: The final 100-hour inspection engine logbook entry:**05/10/2018 N38811 Engine Log Entry 76.5 SMOH**

Engine cowling was removed, and degreased as was the engine compartment. The screen was removed, examined and cleaned. No metal found. Oil was drained and replaced with 4 quarts of Aeroshell 15W50. The #1 top sparkplug was interfering with the eyebrow, so the clearance hold was enlarged with new grommet added. A differential compression test was conducted, the results as follows: #1 79/80, #2 79/80, #3 80/80, #4 79/80 (cold). AD68-05-01 Exhaust Muffler C/W per inspection. Engine was ground run, mag drop normal, carb heat drop normal with mag grounding confirmed. No leaks found at this time. I certify this engine has been inspected I/A/W an annual inspection and found to be airworthy at this time.

Daniel W. Ward [REDACTED] IA

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PAGE 3 of 5**Report Summary:**

Search Code(s):

NA

The Continental Motors ASI did not travel to the accident site. The engine was examined at AMF Aircraft Recovery facility under the supervision of the Nashville, Tennessee FSDO Inspector. The inspection of this engine did not reveal any pre-impact anomalies that would have prevented its ability to produce rated horsepower.

Disposition of engine following exam: The engine will remain in the care, custody and control of AMF Aircraft Recovery, Springfield, TN until released by the NTSB IIC.

INSPECTION WITNESSES

NAME	Mike Council	NAME	Dave Alderman
ADDRESS	Mobile, Alabama	ADDRESS	[REDACTED] [REDACTED] Nashville FSDO
ORGANIZATION	Continental Aerospace Technologies	ORGANIZATION	Federal Aviation Administration
PHONE	[REDACTED]	PHONE	[REDACTED]

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EXTERNAL INSPECTION OF ENGINE

The engine was impact separated from the airframe and was stored in a hangar operated by AMF Aircraft Recovery, located on (M91) Springfield Robertson County Airport, Springfield, TN. The engine data plate was missing, but a data plate was discovered at the accident site by the recovery crew which matched the information available in the engine maintenance logbook.

The engine was inverted and partially covered by impact-damaged airframe wreckage (main landing gear). A section of the cockpit floorboard and engine mount remained attached to the engine. The propeller, rocker covers from cylinders 1 and 3 and all sparkplugs had been previously removed by unknown persons. The engine had been in outdoor storage for an undetermined amount of time and the exposed steel parts exhibited rust from exposure to moisture. A lighted borescope inspection of each cylinder indicated water damage from exposure, but all intake and exhaust valves were intact. All valve faces and piston domes exhibited normal combustion deposits and the cylinder wall surfaces exhibited corrosion from exposure to moisture. The crankshaft propeller flange was impact damaged and partially separated. The crankshaft could not be rotated manually. There were no signs of engine internal damage and the crankcase did not exhibit damage from internal rotating components. The oil sump was impact damaged and the carburetor and several induction components separated.



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