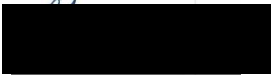




Continental Motors

ENGINE EXAMINATION REPORT

ENGINE MODEL	IO-550-N8B
ENGINE SERIAL NUMBER	1011725
AIRCRAFT MAKE & MODEL	Blandford Lancair Legacy RG
AIRCRAFT SERIAL NUMBER	L2K-338
AIRCRAFT REGISTRATION	N8448J
FILE NUMBER	18-294

NAME	SIGNATURE	DATE
Christopher Lang		November 26, 2018

ENGINE EXAMINATION REPORT**FILE NUMBER:**

18-294

ENGINE S/N:

1011725

PAGE 2 of 6**GENERAL INFORMATION**

EXAMINATION		ACCIDENT DATA	
DATE	11/20/2018	NTSB ACCIDENT #	ERA19FA049
FACILITY	Atlanta Air Recovery	NTSB INVESTIGATOR	Doug Brazy
ADDRESS	1146 Uniform Road Griffin, Georgia 30224	FAA INVESTIGATOR	Danny Cox
		ACCIDENT DATE	11/17/2018
		ACCIDENT LOCATION	Gainesville, Georgia

ENGINE INFORMATION

ENGINE POSITION	Front, Single
TOTAL TIME	355.9 hours per aircraft flight log
TIME SOH	N/A
TYPE & TIME SLI	146.7 hours since Condition Inspection on 12/3/2017
BUILD DATE	2/24/2015
IN SERVICE DATE	12/23/2015

Significant logbook information:

Annual condition inspection was performed on December 3, 2017 at a engine total time of 209.2 hours. No notable maintenance was performed in the log book entries reviewed by this writer.

Report Summary:

Search Code(s):

15-12-68

The examination of this engine did not reveal any anomalies that would have prevented normal operation and production of horsepower.

Disposition of engine following exam:

Storage at Atlanta Air Recovery, Griffin, Georgia

ENGINE EXAMINATION REPORT

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INSPECTION WITNESSES

NAME	Christopher Lang	NAME	Doug Brazy
ADDRESS	Mobile, Alabama	ADDRESS	Ashburn, Virginia
ORGANIZATION	Continental Motors	ORGANIZATION	NTSB
PHONE		PHONE	
NAME	Danny Cox	NAME	Shane Olsen
ADDRESS	College Park, Georgia	ADDRESS	College Park, Georgia
ORGANIZATION	FAA	ORGANIZATION	FAA
PHONE		PHONE	

EXTERNAL INSPECTION OF ENGINE

The engine remained attached to the airframe. The oil sump was crushed and breached. The exhaust system exhibited impact damage.



ENGINE EXAMINATION REPORT

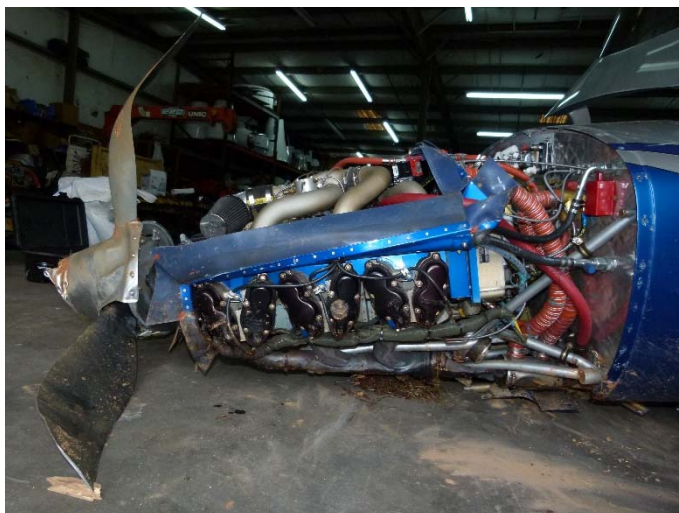
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INTERNAL INSPECTION OF ENGINE

The top spark plugs were removed and exhibited light colored combustion deposits. The spark plug electrodes exhibited normal – worn out signatures when compared to the Champion Check A Plug chart. The cylinder combustion chambers were inspected with a lighted bore scope and no anomalies were noted.

The fuel pump remained attached to the engine and was removed. The drive coupling was intact, and the fuel pump drive turned freely by hand. When the fuel pump drive was rotated the pump discharged a small amount of fuel. The fuel nozzles were removed and found to be free of obstruction. The throttle and mixture control arms moved freely by hand from stop to stop.

The engine was rotated by hand using the propeller. The magnetos produced spark on all six top ignition leads. Thumb compression and suction was noted on all six cylinders with proper valve movement established. Continuity throughout the engine and accessory section was established.

The Garmin GDU-460 PFD data was downloaded by the NTSB IIC and further engine examination was not requested by the NTSB IIC.



ENGINE EXAMINATION REPORT

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1011725

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Date	Engine Model	Engine Serial Number	Aircraft Registration	Page
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ENGINE COMPONENT INFORMATION			
COMPONENT	MANUFACTURER / OVERHAULER	PART NUMBER	SERIAL NUMBER / DATE or HEAT CODES / WORK ORDER NUMBERS
Magneto LEFT	CMI	10-500556-1	D15AA176
Magneto RIGHT	CMI	10-500556-1	D15AA174
Ignition Harness	CMI	10-423674-25	K15A
Sparkplugs	Tempest	URHB32E	N/A
Fuel Pump	CMI	655921-4A1	B15AA206
Throttle Body Metering Unit	CMI	Not Obtained	
Fuel Manifold	CMI	646433-3A2	C15AA155