



MEMORANDUM FOR RECORD ERA20LA177

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The following are excerpts from the engines manufacture report.



Photograph #1 – Left engine.

The engine was suspended from a lift and partially disassembled to facilitate the examination. The crankshaft was rotated by turning the propeller. Continuity of the crankshaft to the rear gears and to the valve train was observed. Compression and suction were observed from all four cylinders. The interiors of the cylinders were observed using a lighted borescope and no anomalies noted.



Photograph #2 – Left engine spark plugs.

The upper spark plugs were Tempest UREM38E. The lower spark plugs were Champion REM38S. The spark plug electrodes exhibited gray coloration and worn normal condition. The #2 upper and lower spark plugs electrode wells contained debris.



Photograph #3 – Left engine injectors and oil screen.

The fuel injector nozzles were unobstructed. The oil sump was partially consumed in the fire. The oil suction screen was absent of debris. The oil filter media was charred, and no metallic debris was observed.



Photograph #4 – Right engine.

The engine was suspended from a lift and partially disassembled to facilitate the examination. The crankshaft was rotated by turning the propeller. Continuity of the crankshaft to the rear gears and to the valve train was observed. Compression and suction were observed from all four cylinders. The interiors of the cylinders were observed using a lighted borescope and no anomalies noted.



Photograph #5 – Right engine spark plugs, injectors, and oil screen.

The upper spark plugs were Champion REM38E. The lower spark plugs were Champion REM38S. The spark plugs electrodes exhibited gray coloration and worn normal condition. The #1, #2 and #3 nozzles were obstructed, the #4 fuel injector nozzle was unobstructed. The oil suction screen was absent of debris.