



MEMORANDUM OF RECORD

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

FAA Inspector: Robert Melcher

Place: Pilot's hangar at X59

Examination Date: 9/30/2020

Aircraft: N196DJ (Exp. Lycoming O-320)

**Subject: Accident event
correspondence (engine
examination)**

In a telephone conversation with FAA inspector Melcher, he stated that on the first inspection of the airplane he was not able to remove the engine cowling and needed to wait until the airplane was recovered. Inspector Melcher revisited the airplane at the pilot's hangar and was able to further look at the engine. He noted that it was an experimental Lycoming engine. The pilot informed the FAA that he had recently purchased the airplane. The pilot mentioned that the airplane was sitting for 9 years and he made the repairs to get it airworthy. Inspector Melcher visually checked the engine and did not see any anomalies but did note the oil streaking on the underside of the airplane. He attempted to turn the propeller by hand and was unable to do so. They used a breaker bar and was able to turn the propeller 360 degrees to establish valvetrain continuity but noted that it was extremely difficult to do so. After turning the propeller, the oil was drained and examined. Only one quart of oil was retrieved from the engine and inspected for ferrous metal. No ferrous metal was discovered in the oil, oil strainer or oil filter. Inspector Melcher was unable to remove any cylinders or further examine the engine due to lack of tooling. The origin of the oil leak was not discovered.