



NTSB MEMORANDUM OF RECORD

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National Transportation Safety Board

NTSB Accident Number: ERA21LA310
Subject: Engine Examination Summary, N799HG
Date: 10/6/2021

The following is the summary of an email received from Inspector Robert Dormer, Teterboro FSDO, regarding the examination of N799HG, a Bailey-Moyes Dragonfly C, on September 28, 2021:

- Logbook entry indicates that the engine was replaced with a donor engine on 04/18/21 at Actt: 855.4.
- Aircraft total time at the time of the accident is 942.5 hrs
- Right side carburetor found not to be secured; actually fell off while we were trying to ascertain the engine serial number.
- Cylinders 1 & 3 shows signs of running in a rich condition.
- Carburetor floats, filters, compression check, wiring all checked good.
- The prop was a somewhat difficult to turn by hand, but after consulting with other experts, it was a non-factor.

Inspection of Rotax 912ULS Engine

S/N 5644341

1. Installed on Aircraft N799HG at Actt. 855.4 hrs.
2. Total time in service installed on subject aircraft: - 90.1 hrs.
3. Electric fuel pump found disabled.



Visually the engine showed no signs of any excessive leakage of oil or fuel. However while trying to verify the engine serial number by reaching over the top of the engine, the right side carburetor fell out of its mounting due to a loose clamp.



09/27/2021 09:49

Right side carburetor in its mount with anti-vibration spring not connected.

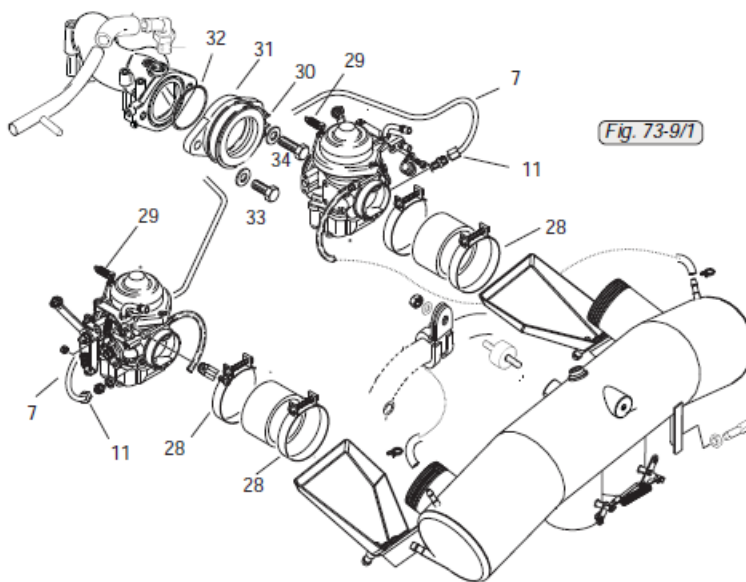
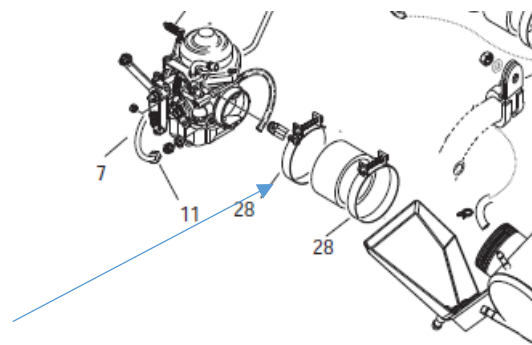


Fig. 73-9/1

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Securing clamp



Right side carburetor out of mount, held up by throttle cable. Carburetor show no signs of any post-accident damage .

4) ENGINE CYLINDERS 1 AND 3 UPPER AND LOWER SPARK PLUGS EXHIBIT RICH FUEL MIXTURE.





5) ALL SPARK PLUGS WERE FOUND TO BE OVER-TORQUED WITHOUT REQUIRED LUBRICATION ON THREADS.



6) ENGINE CYLINDER 1 UPPER SPARK PLUG TERMINAL WAS FOUND TO BE BENT AFTER REMOVAL OF SPARK PLUG WIRE.

7) All cylinders compression check was good.