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Eastern Region Aviation

Date: 11/22/2022

Subject: ERA22LA411

Contact: Gary Ankney, FAA AGC FSDO
Ryan Enders, Lycoming Engines, Williamsport, PA

Mr. Ankney and Mr. Enders were interviewed via Microsoft Teams. Mr. Ankney stated the pilot reported that during initial climb, about 300 ft above ground level, the engine began to run rough and lose partial power. The pilot made a 180° left turn back to the airport and in the process, moved the fuel selector to off in preparation for an off-airport impact. The engine subsequently lost all power, and the airplane impacted a field, coming to rest upright in a wooded area at the edge of the field.

Mr. Ankney examined the wreckage and observed substantial damage to both wings and the fuselage. After the wreckage was recovered, he further examined the engine and noted no compression on the No. 1 cylinder and 24/80 compression on the No. 3 cylinder; however, the compression test was done when the engine was cold (had not run it first). Mr. Ankney further stated that he was able to start the engine and run it at idle power; however, he did not attempt to increase engine power due to a bent propeller. He subsequently removed the Nos. 1 and 3 cylinders and noted scoring on the No. 1 piston skirt and cylinder wall. Mr. Ankney and Mr. Enders stated that the scoring was consistent with tappet to camshaft wearing.