

Howard Stevens – FAA Inspector – Engine Exam August 8, 2023 – Atlanta Air Recovery

Present: Jon Hirsch (Piper) and Mike Childers (Lycoming)

Airframe:

- 1- ELT wasn't damaged.
- 2- Flight control cables were connected to the bellcranks and appeared to function normally.
- 3- Airframe fuel strainer bowl had no blockage.
- 4- Fuel boost pump appeared functional.
- 5- The fuel selector valve was tested and functioned normally.
- 6- Airworthiness certificate SN doesn't match the airframe data plate SN. AWC SN: 28-180 vs Data plate SN: 28-182.

Engine, O-360-A3A, SN: 1-6066-36:

- 1- #3 cylinder connecting rod broke at the crankshaft.
- 2- #2 cylinder piston wrist pin forward cap came apart and ate through the oil ring and was progressing to the compression ring.
- 3- Forward crankshaft bearing was excessively worn.
- 4- Camshaft aft two lobes are worn excessively. Corresponding lifters had pitted and were dished out, not flat.
- 5- #1 and 2 connecting rods were frozen to the crank. Rod bearings were extremely worn.
- 6- Crankshaft and rod bearings are identified as FAA-PMA Superior parts.
- 7- Oil filter was full of metal particles.
- 8- Oil sump screen had a lot of metal in it.
- 9- #2 and 4 spark plugs appeared to be running rich. #1 and 3 spark plugs appeared normal.

The following was inspected and found to be serviceable and or no findings:

- 1- Both magnetos.
- 2- Oil pump.
- 3- Carburetor.
- 4- Vacuum pump.