



ENGINE EXAMINATION REPORT

ENGINE MODEL	IO550N68B
ENGINE SERIAL NUMBER	1012361
AIRCRAFT MAKE & MODEL	Cirrus SR22
AIRCRAFT SERIAL NUMBER	4234
AIRCRAFT REGISTRATION	N469GB
FILE NUMBER	2024-014

NAME	SIGNATURE	DATE
Phillip Grice		11/05/2024

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GENERAL INFORMATION

EXAMINATION		ACCIDENT DATA	
DATE	10/15/2024	NTSB ACCIDENT #	ERA24LA141
FACILITY	Continental Aerospace Technologies	NTSB INVESTIGATOR	Aaron McCarter
ADDRESS	[REDACTED] Mobile, AL 36615	FAA INVESTIGATOR	Zach Andrade
		ACCIDENT DATE	March 16,2024
		ACCIDENT LOCATION	Winokur GA.

ENGINE INFORMATION

ENGINE POSITION	Single
TOTAL TIME	1507.0
TIME SOH	1507.0 since new
TYPE & TIME SLI	Last oil change completed at 1492.7
BUILD DATE	06/15/2015
IN SERVICE DATE	Not reported

Significant logbook information:

Oil changes averaged 30 hours based on Blackstone lab reports. CSB07-01A was not referenced in the logbook entries. This service bulletin CSB07-01A covers inspection procedures for piston pin bushing, during normal maintenance and during cylinder removal.

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Search Code(s):

10-06-03

The engine was removed from the shipping container. The engine exhibited a hole in the top of the crankcase between cylinders three and four. The engine was placed on disassembly stand to complete disassembly. Disassembly revealed the number four connecting rod was fractured at the piston pin connection. Only fragments of the connecting rod were present in the engine. The fragments of the number four connecting rod were sent to Continental metallurgy lab for fracture surface identification. The Continental lab report is provided along with this report. The condition of the connecting rods is listed below:

Connecting rod Number one: Serial number AE15CA743, Bushing migrated and chipped.

Connecting rod Number two: Serial number AE15CA744, Bushing migrated and chipped.

Connecting rod Number three: Serial number AE15CA522, Bushing migrated and chipped.

Connecting rod Number Four: Serial number AE15CA524, Bushing missing. connecting rod fragmented, bearings and portions of connecting rod found in oil sump.

Connecting rod Number five: Serial number AE15CA552, Bushing migrated and chipped.

Connecting rod Number six: Serial number AE15CA551, Bushing migrated and chipped.

Several fragments of connecting rod bushing were found in the oil sump as shown in photo below.

The engine crankcase was fractured in to four pieces from the released connecting rod number four.

The number four cylinder was damaged and peeled back from the number four connecting rod.

The engine could not be rotated.

The oil pump contained light scratches from hard particle passage.

The oil filter contained numerous particles of ferrous and nonferrous material.

The induction system and plenum were damaged from the number four connection rod.

The remaining of the engine components exhibited normal operating signatures, typical of a 1500-hour engine.

Disposition of engine following exam:

Engine was returned to the salvage company per the IIC. All six connecting rods were retained and stored in Continental bonded storage pending further inspection by the NTSB.

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NAME	Phillip Grice	NAME	Randy Bryant
ADDRESS	Mobile, Alabama	ADDRESS	Mobile, Alabama
ORGANIZATION	Continental Aerospace	ORGANIZATION	Continental Aerospace
PHONE	██████████	PHONE	██████████
NAME	Lisa Jersild	NAME	Aaron McCarter
ADDRESS	Mobile, Alabama	ADDRESS	Washington DC
ORGANIZATION	Continental Aerospace	ORGANIZATION	NTSB
PHONE	██████████	PHONE	██████████

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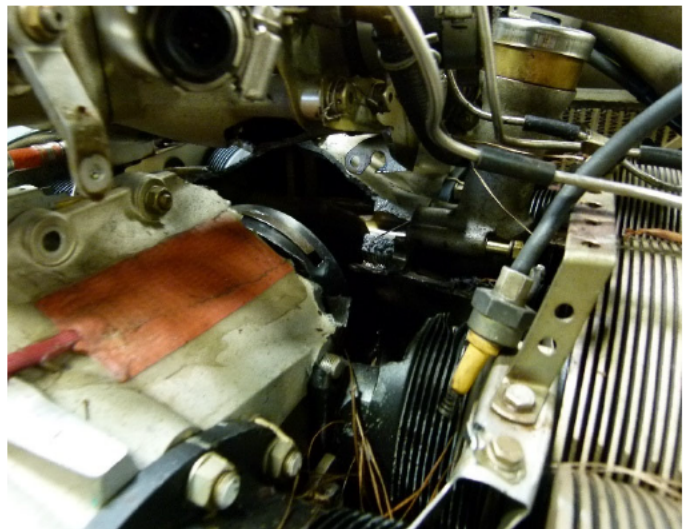
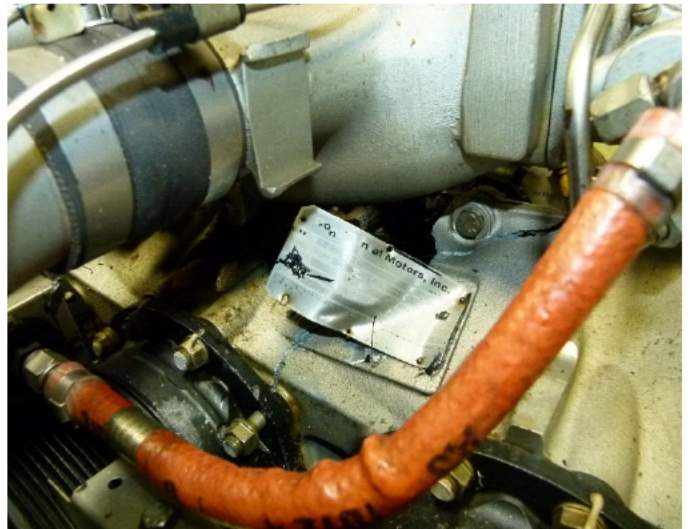
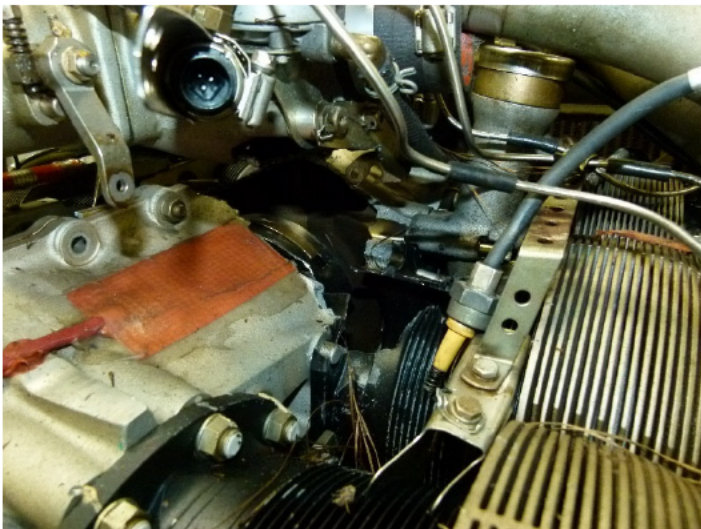
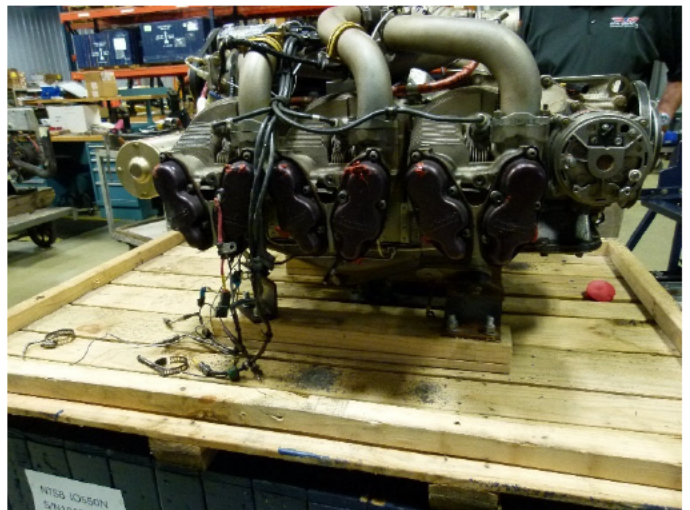
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EXTERNAL INSPECTION OF ENGINE



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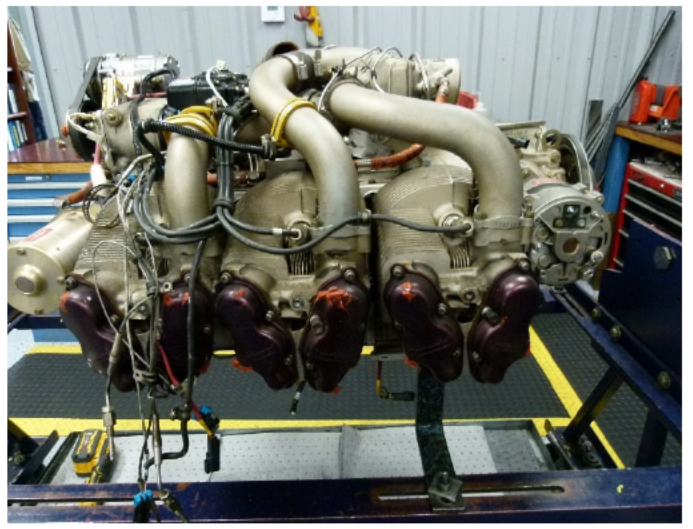
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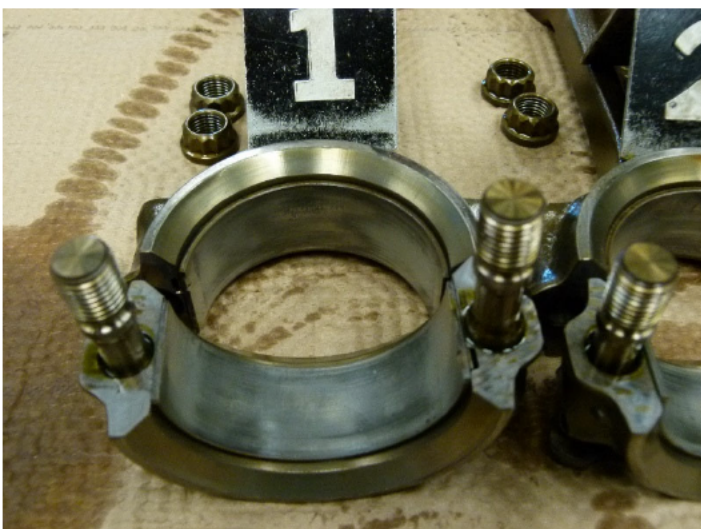
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INTERNAL INSPECTION OF ENGINE



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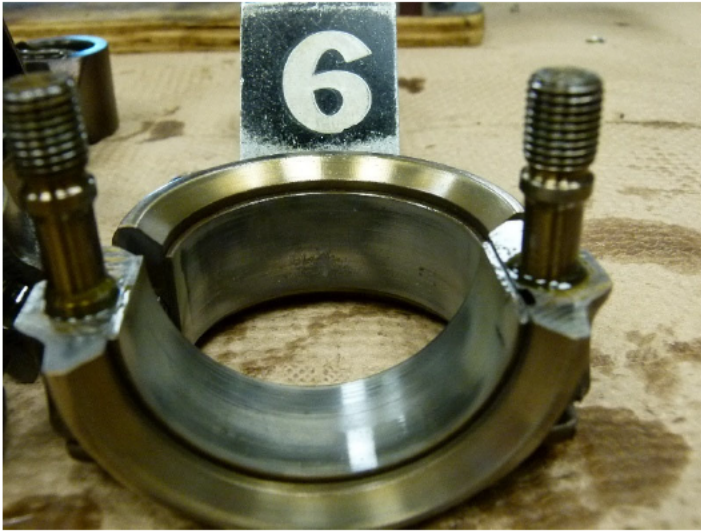
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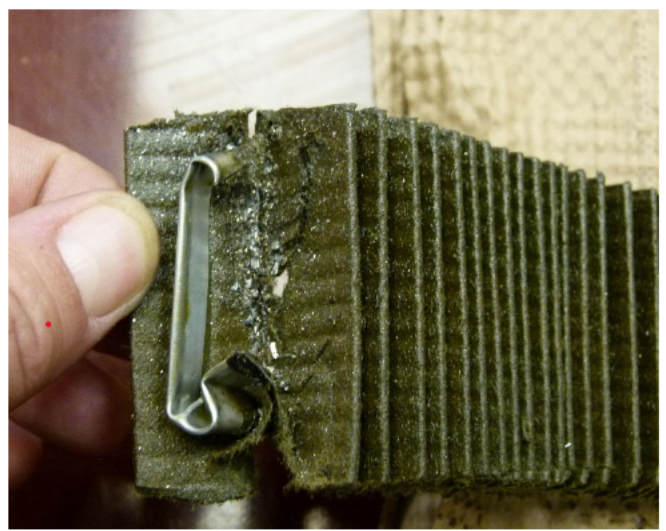
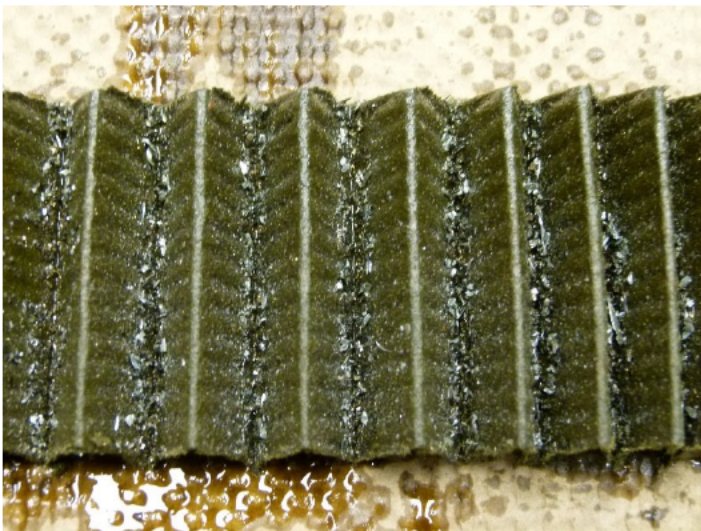
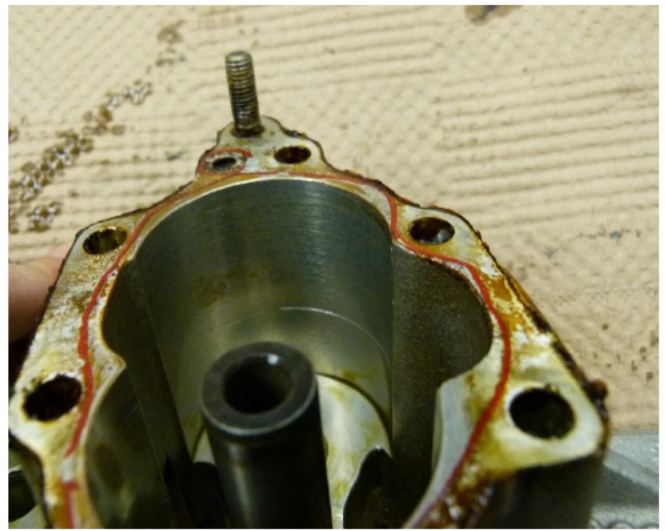
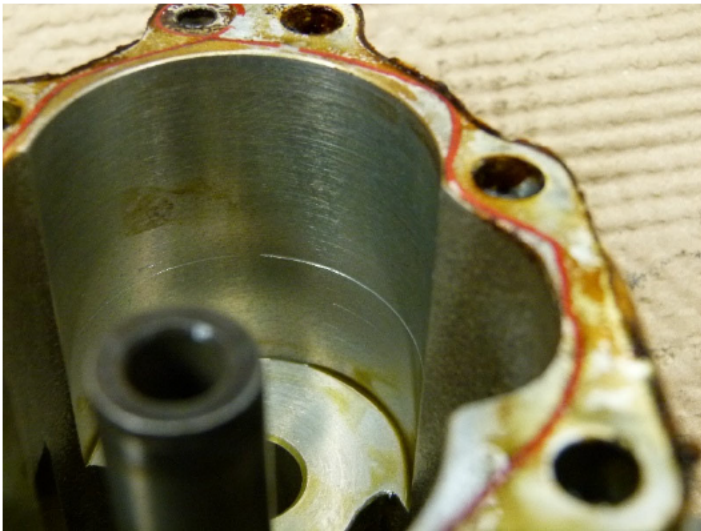
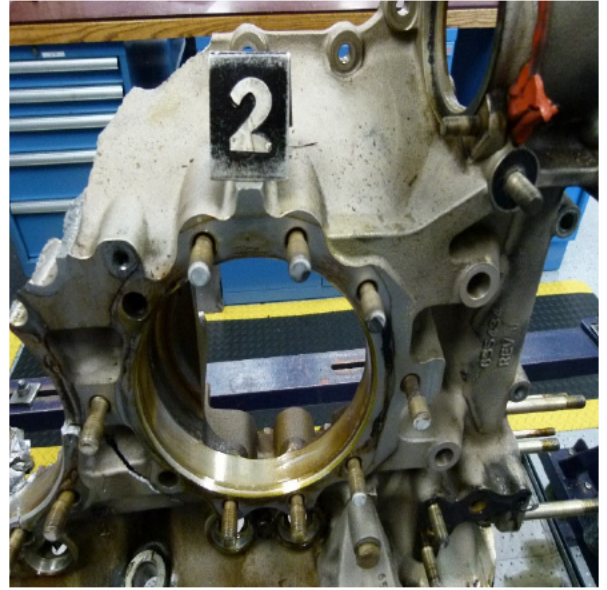
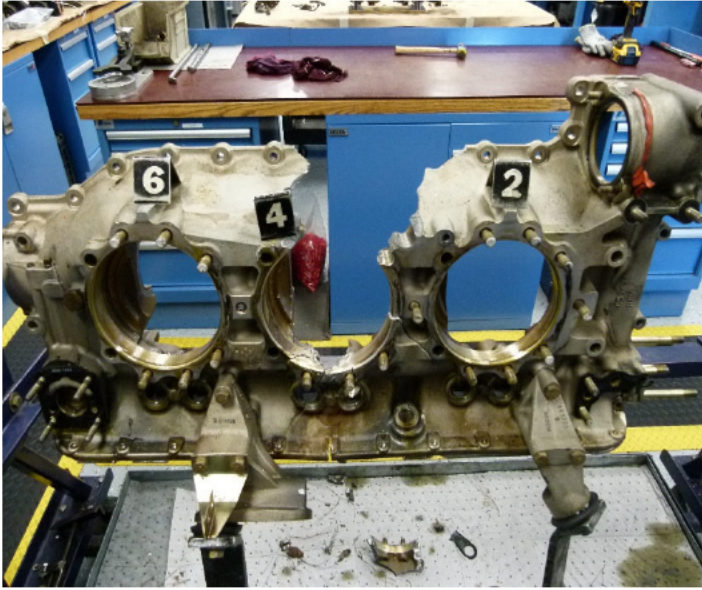
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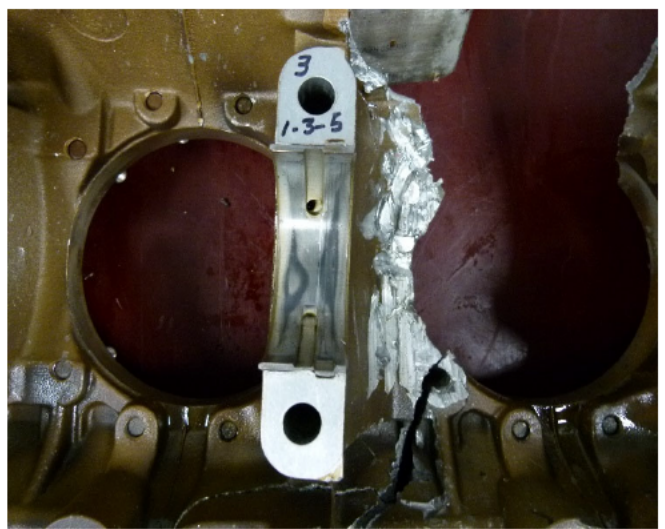
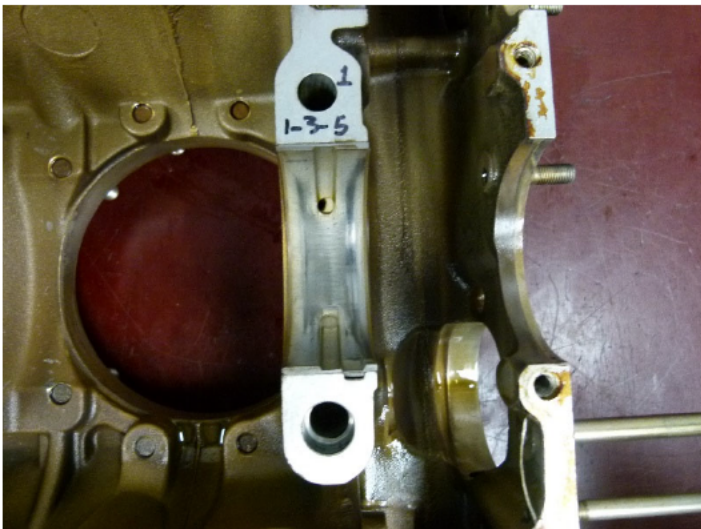
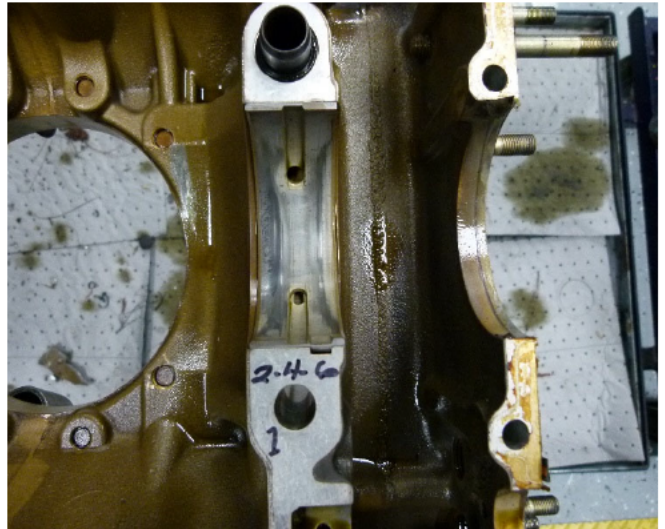
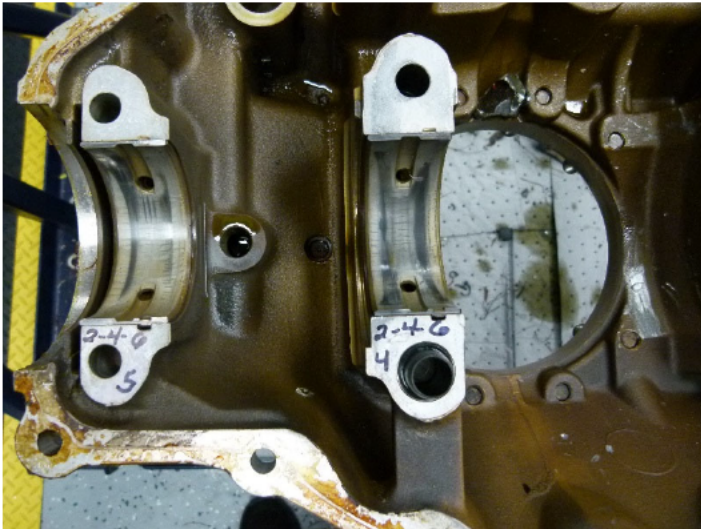
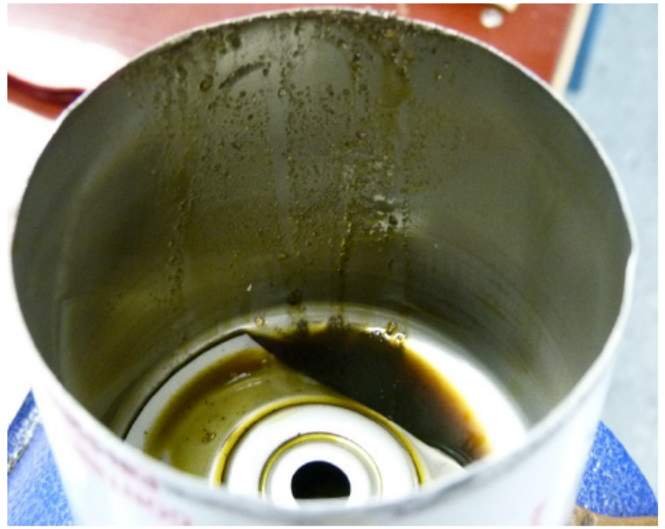
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