

8/11/16 Traveled to accident site, photographed initial prop strike marks in dry hard soil. Left prop made deep divots 24 inches apart, Right prop made deep divots 12 inches apart, indicating that the left engine was rotating at half the RPM of the right engine at the time of initial ground contact. Photographed both engines which had been removed for shipment to TCM for further evaluation/testing/teardown. Noted both O-470M engine's fuel system had been modified by removal of OEM Bendix PSD-5C pressure carburetors, and installation of TCM continuous flow fuel injection systems. Engine TCDS E273 allows this mod under note 6 (which requires re marking the data plates as O-470M(CI). This re identification was not found on the data plates of either engine. The Cessna 310B TCDS 3A10 shows only the O-470M as the only approved engine, and does not include the O-470M(CI) The Continental Continuous Flow fuel injection system Drawing Eq. No. 5580 requires that the engine driven pump be replaced with one of a higher pressure rating than the OEM Bendix pressure carburetor requires. This would necessitate that the airframe mounted fuel boost pumps would require replacement with later model pumps that delivered a higher pressure rating required for later model C310 aircraft equipped with TCM continuous flow fuel Injection. This aircraft would require a 337 field approval for such conversion and installation of o-470(CI) continuous flow engines in this aircraft. EDRS shows no such Field Approval 337 forms on file for such alteration.

I interviewed a witness at the airport who stated that the pilot had departed after restarting engines that failed on the runup and that also failed and were restarted on his initial power up check immediately prior to his last departure. The DA that day was over 5,500 ft, as ambient temp was slightly over 100 deg F.

	
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