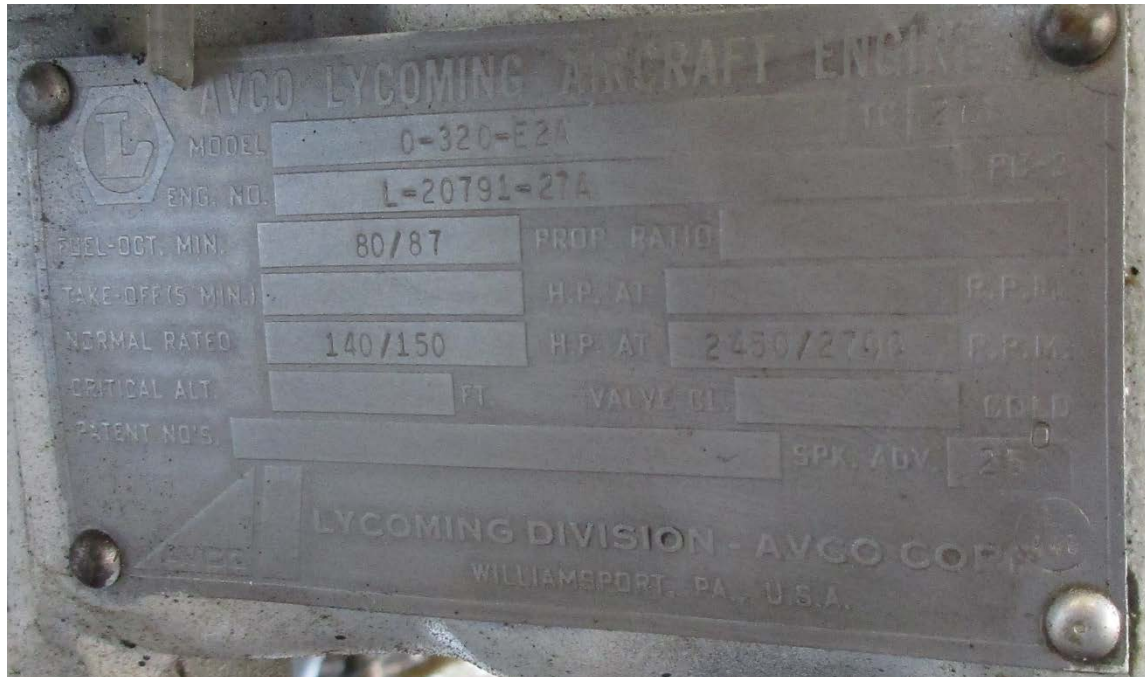
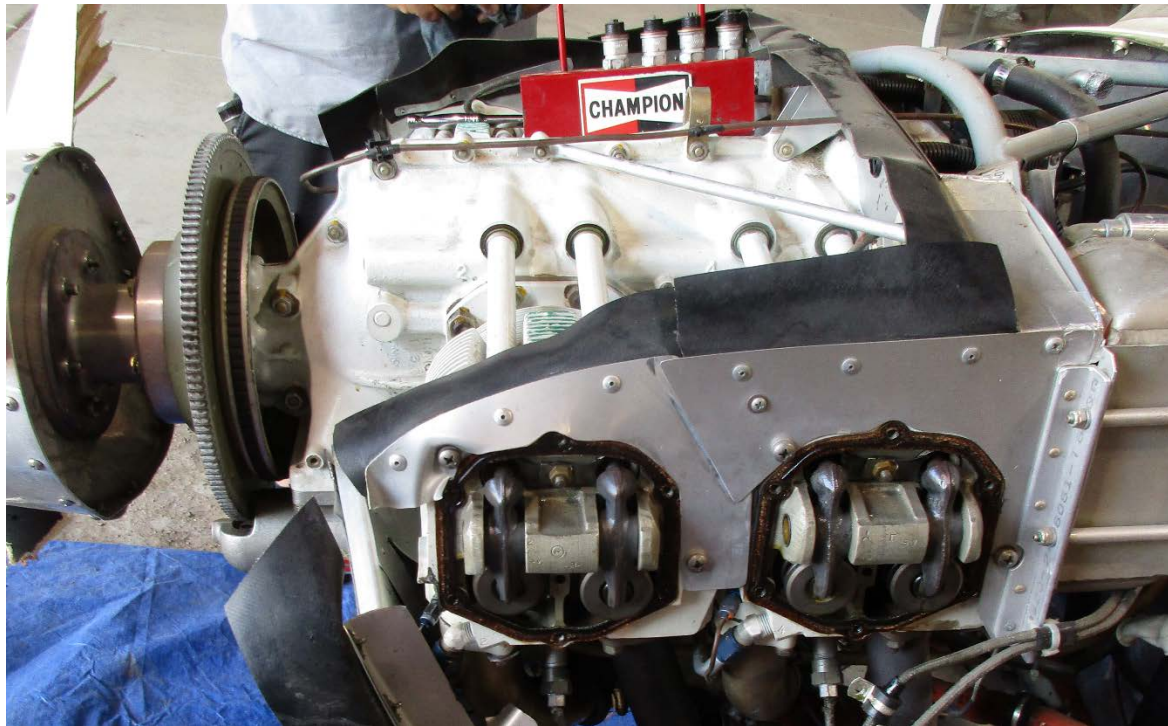


ENGINE

- Overall look/pictures
 - Anything obviously wrong or weird? Engine appeared normal except it was painted white.
 - Photo of data tag

Lycoming O-320-E2A
s/n – L-20791-27A





View looking into #1 cylinder. View into #3 looked very similar.



#1 Cylinder compression rings were not installed 180 Degrees out. They were installed very close to the same angle. Signs of oil blow by but not significant.

- Removed upper & lower spark plugs
 - o Appeared normal



Upper plugs, #1 on left.



Lower Plugs, #1 & #3 are wet with oil. Engine was resting on the right side.

- There are no outside indications of internal damage and it was safe to turn the engine propeller by hand
 - o Do the valves move evenly? Yes, rotated prop and noted movement on all valves.
 - o Is there thumb compression? Yes, thumb compression felt about the same on all cylinders.
 - o Are the accessories moving? Yes, removed the oil pump, and both mags. Gear moving normally.
 - o *** The starter was engaged. Removed the starter and energized using the aircraft battery that indicated 11.5 volts. The starter started slow and began to accelerate, seemed to take a while. Expectation was for the starter to quickly spin. Perhaps the battery was a little low. It has been sitting for a couple of months.
 - o Inspected the cam and crank through the #1 And #3 cylinders. Nothing abnormal identified. Accessory gears rotated normally.
 - o Does the mag impulse coupling fire? Only the left mag has an impulse coupler on it. The right mag needed to be spun with a drill then it did fire the spark plug normally.
 - Spark on the leads? Did not try every lead but 2 leads on each mag were checked with the spark plugs attached and grounded looking for spark, which we got.
 - o Intake/exhaust
 - Are they free of debris? Intake and air box was damaged in the accident. Separated air box from carburetor. No indication it was blocked. Air filter was mostly clean.
 - o Fuel system (take pictures of anything abnormal) Fuel sump was damaged in the accident however it appeared clean on the inside.
 - Are lines clear (including through the fuel selector)? Yes.
 - Easiest way is to blow through them. Air flowed freely
 - Are lines damaged, corroded, or old? No

- Are connection points secured? **Yes**
- Remove carburetor and conduct examine its components
 - Anything weird or abnormal? **Possible stuck float? Removed float bowl from main body. The float was definitely stuck in the up position, restricting the flow of fuel. May have been from the impact as well.**
 - Inspected the fuel screen on the carburetor and there was no contamination present.
 - Signs of corrosion, blockage, etc? **No**

SERIAL NO.

BL

16

5745

PART NO.

10-5009

MODEL

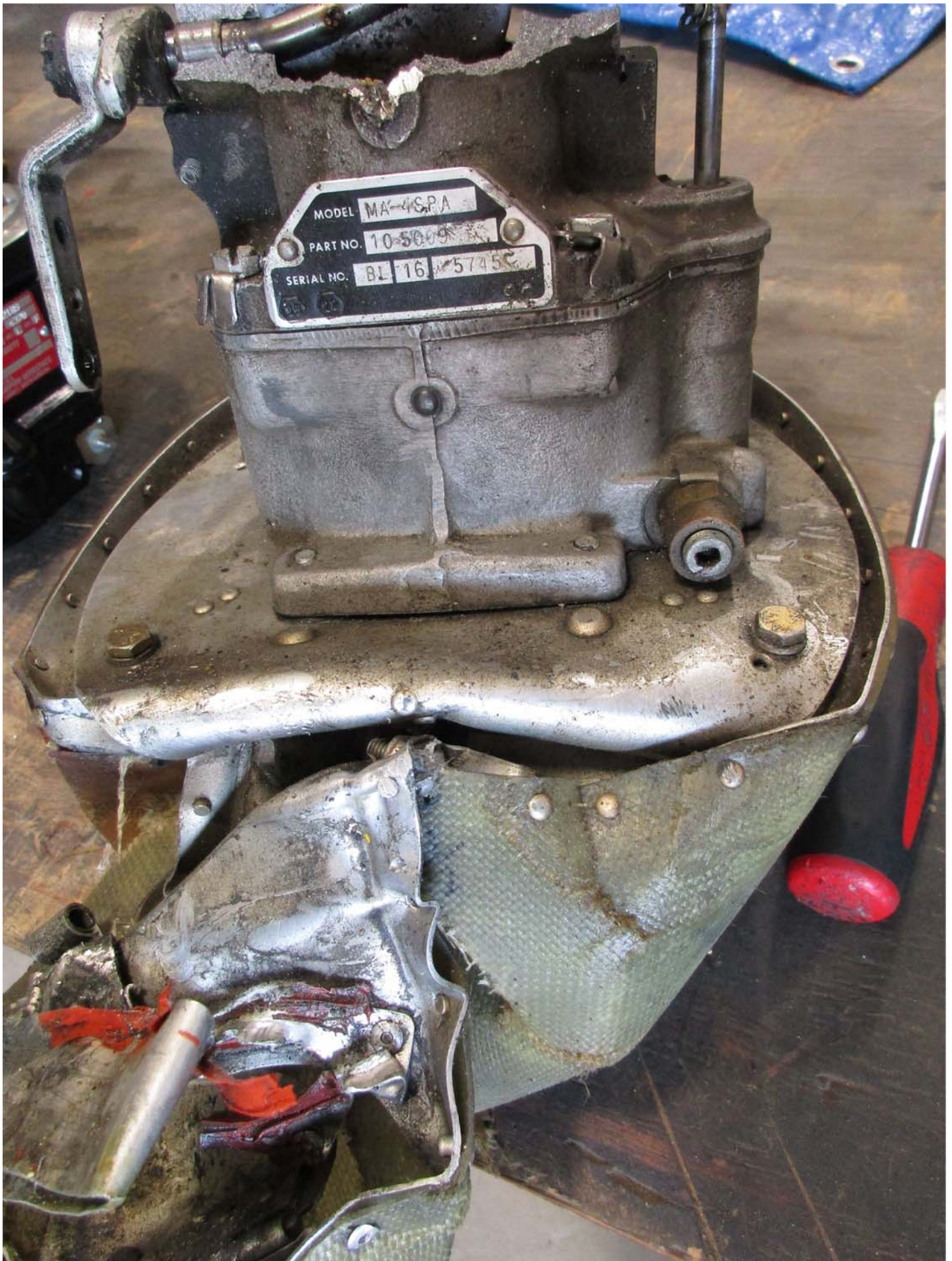
MA-4SPA

92

FAA

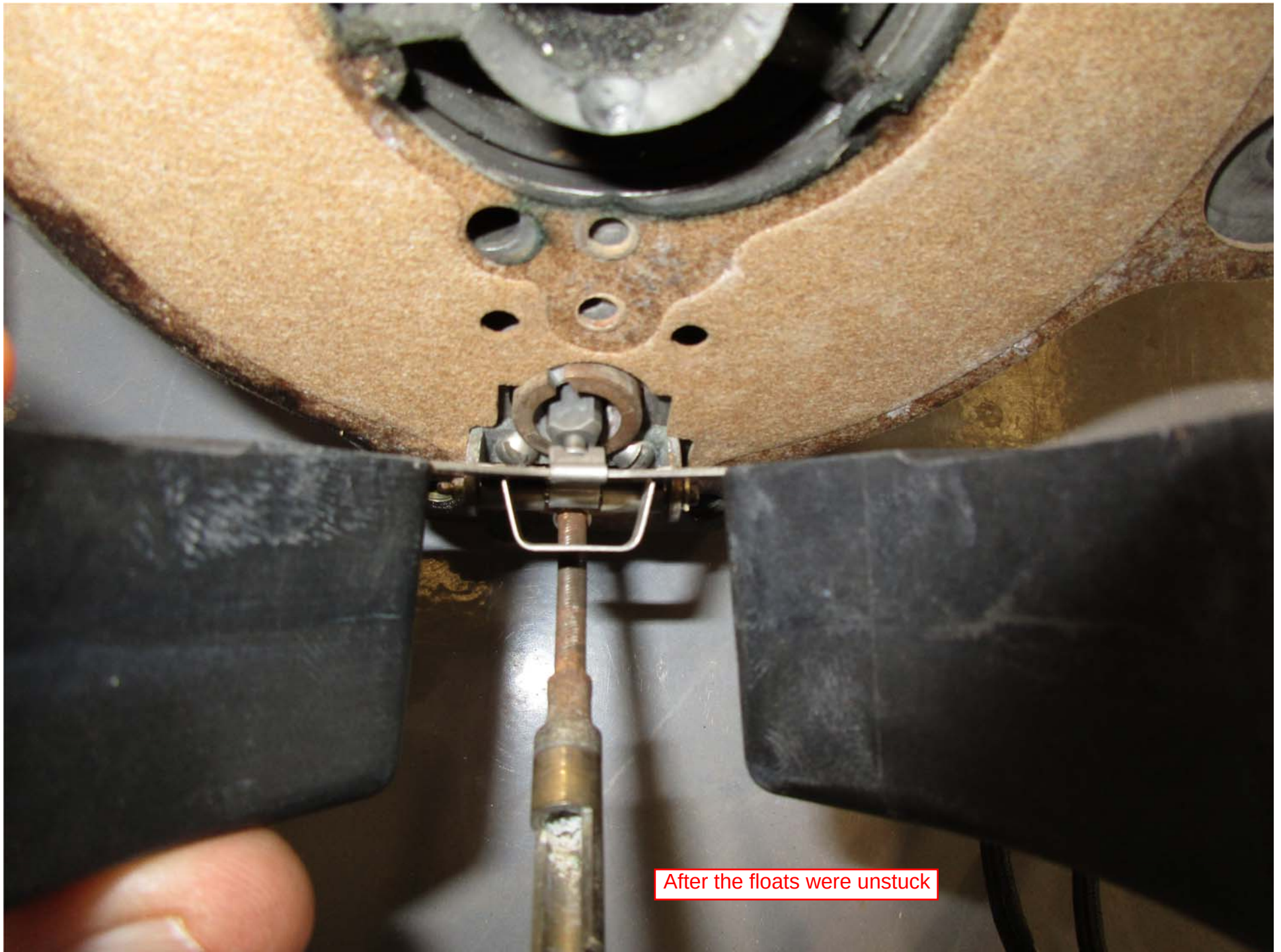
DMR











After the floats were unstuck



