



Continental Motors

Component Examination Report

N/R = Not Reported / N/A = Not Applicable

Date Received:	10/25/2017	Analytical Date:	11/15/2017
Warranty Claim #:	N/A	RGA #:	01.258.137
Engine Model:	Lycoming	Engine S/N:	Unknown
Component P/N:	10-600616-9	Component S/N:	E08EA122
Component P/N:	10-600646-201	Component S/N:	E08EA114
Engine:	Component:	☒ New:	☐ Rebuilt:
		☒ Overhaul:	Date:
Aircraft Make/Model:	Robinson R44 II	Aircraft S/N:	12538
		Reg. #:	N488AS
Engine Position:	Single:	☒ Left:	☐ Right:
		☐ Front:	☐ Rear:
Engine Build Date:	Unknown	Date in Service:	Unknown
		Date Removed:	Unknown
Occurrence Date:	07/02/2017	NTSB Accident #	WPR17LA140
Occurrence Location:	Bella Vista, California	Returned By:	Howard Plagens
Reason for Return:	Requested examination by NTSB investigator-in-charge (IIC).		
Customer Comments:	During a post-accident examination by the NTSB, the magnetos were functionally tested with inconsistent results. The NTSB requested that the magnetos be examined to determine the cause.		
Inspection Performed By:	Tim Davis – Continental Motors Nicole Charnon – Continental Motors Phillip Grice – Continental Motors Howard Plagens – NTSB Western Region	Search Code:	28-09-06 28-09-22

Analytical Report: According to the NTSB preliminary report, the helicopter was flying low over a pond when the pilot initiated a climbing turn. The pilot reported that the engine sputtered and he made a 180° turn and initiated an autorotation landing to the shoreline. However, the helicopter did not make it to the shore and the pilot landed the helicopter in the water. According to the NTSB IIC, the engine was submerged in water.

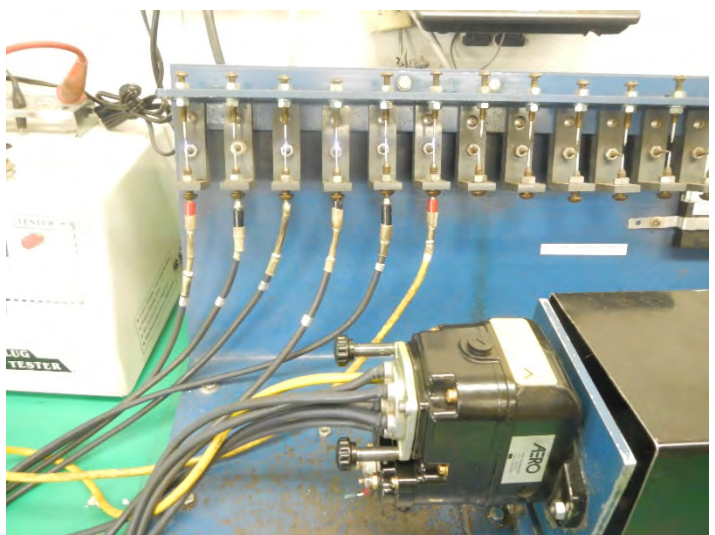
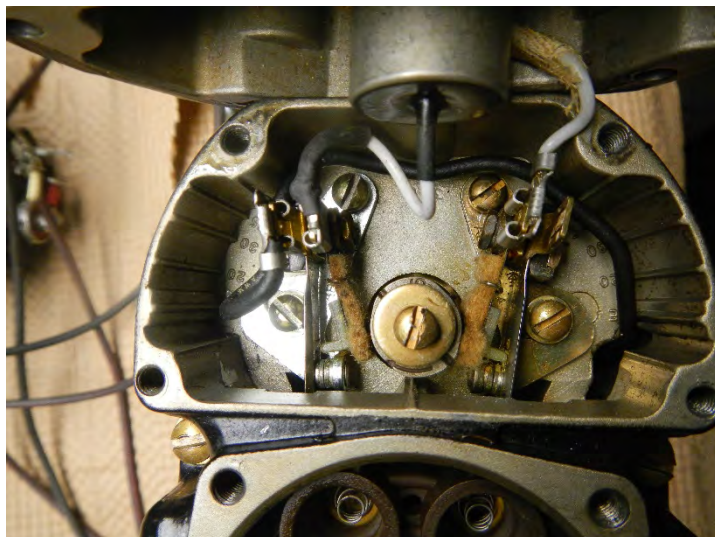
Another NTSB investigator conducted an engine exam at the Robinson Helicopter's facility on October 16, 2017. During the examination, they could not get the left magneto to function consistently. Please see the NTSB Magneto Examination Report for WPR17LA140 for more details regarding that examination.

The magnetos were removed from the shipping box. The left magneto's point cap was removed and both sets of points were found loose (they had been removed and reinstalled during the previous NTSB exam). The point gap was re-established and the screw was tightened. The magneto was placed on the test stand with intermittent results. The magneto point cap was again removed. The capacitor was removed from the magneto and was replaced with an exemplar unit taken of a reclamation magneto. The magneto was placed on the test bench for a second time and it produced a spark across a 4mm gap from each terminal in firing order throughout normal test ranges. The left magneto's capacitor was tested in accordance with Continental Motors' Quality Work Instructions. Corrosion on the flag connector prevented the capacitor from testing within specifications. The insulation inboard of the flag connector was cut open and the test was repeated with satisfactory results using the exposed wire.

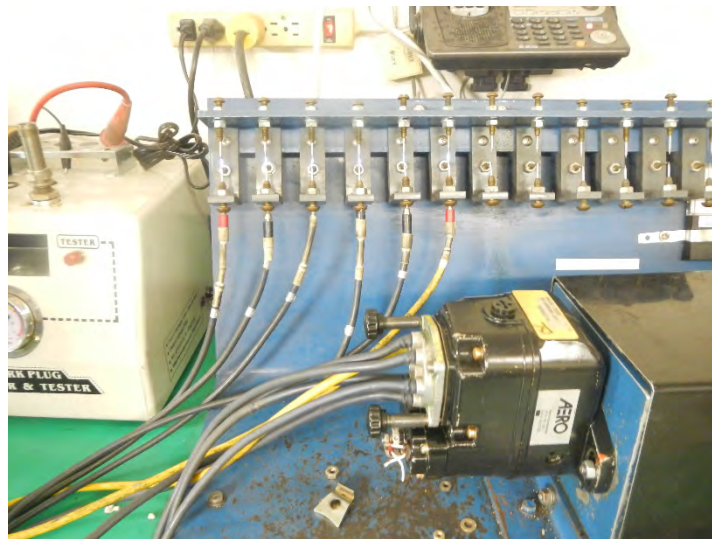
The right magneto was placed on a test bench with an exemplar ignition harness and run through various speeds. The magneto produced a spark across a 4mm gap from each terminal in firing order. No pre-accident anomalies were noted.



LEFT MAGNETO



RIGHT MAGNETO



Engine / Component Disposition					
Return to NTSB:		X	Date:	11/16/2017	
Name/Company:		Howard Plagens - NTSB			
Address:	[REDACTED]				
City:	[REDACTED]			State:	CA
Zip:	[REDACTED]		Country:	USA	