



RECORD OF AIRCRAFT/ENGINE EXAMINATION

Date:	November 1, 2017
Location of exam:	Plain Parts, Pleasant Grove, California
Performed by:	Joshua Cawthra, Senior Aviation Accident Investigator, NTSB/WPR
Subject:	WPR17LA142 follow-up aircraft/engine examination

The following information was supplied to the NTSB IIC by Joshua Cawthra, who performed the aircraft and engine examination at the facilities of Plain Parts, Pleasant Grove, California, on November 1, 2017:

In regard to the inspection on the Cessna 177, here is what was observed.

- All accessories remained attached to the engine.
- All fuel/oil lines remained secure.
- Due to propeller damage, the propeller was replaced with a serviceable propeller.
- Throttle handle was bent downward about 70 degrees. Despite bending it, full travel of the throttle was not possible. Estimated movement was about 2 inches.
- Mixture and Propeller control continuity was established from the cockpit to the engine controls-Upper spark plugs were removed and examined. All spark plugs exhibited normal signatures.
- Thumb compression was obtained on all 4 cylinders when the crankshaft was rotated.
- Spark was obtained on all ignition leads when the crankshaft was rotated.
- An external fuel source was attached to the left wing fuel inlet port to facilitate an engine run.
- The airframe fuel pump was actuated to prime the engine.
- The engine was run at various power settings for 5 minutes before shutting the engine off via the mixture control.
- Engine RPM was unable to be obtained due to the tachometer cable being pulled away from the engine.

- During the engine run, when the magneto switch was placed to the right magneto, the engine lost power. Unable to determine why this occurred.
- Magneto and Ignition Switch were retained for further examination.
- Wing fuel vents were free of debris.
- An OHM meter was used to establish continuity throughout the ignition switch. No evidence of a malfunction was noticed.

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