



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region
August 9, 2019

Airframe and Engine Examination Notes
WPR19FA212

ACCIDENT:

Location: Camarillo, CA
Date: 8/7/2019
Aircraft: Experimental Express 2000, Registration Number: N43FD
NTSB IIC: Jack Vanover

EXAMINATION PARTICIPANTS:

Jackie Vanover
Aviation Accident Investigator
National Transportation Safety Board
Federal Way, WA 98003

Mike Council
Air Safety Investigator
Continental Engines
Mobile, AL

EXAMINATION

The NTSB and a party member from the engine manufacture conducted an examination at the facilities of Air Transport in Phoenix, Arizona on August 9, 2019. No anomalies with the engine or airframe were noted.

The engine cooling baffles were removed. The ignition leads were removed from the sparkplugs, and the valve covers were removed. Impact damage was noted to the lower ignition leads on cylinder Nos. 2,4, and 6. Residual oil drained from the covers appeared normal in color.

All six top sparkplugs were removed and exhibited normal color and combustion deposits when compared to a Champion Sparkplug “Check-A-Plug” chart.

The throttle plate moved in the throttle body assembly from stop to stop. No debris or blockages were noted.

The engine driven fuel pump was removed, and the drive coupling was intact. A small amount of fuel was noted when the drive coupling was manually rotated. The fuel pump was disassembled and no anomalies were noted. The fuel manifold valve was removed and examined. Fuel was present in the valve when the assembly screws and cover were removed. The rubber diaphragm and spring were intact. The fuel screen was free from debris, and a small amount of fuel remained in the valve body.

The engine was manually rotated using an adapter to drive the accessory gears. The engine rotated smoothly, and thumb compressions were achieved on all six cylinders. Impulse couplings on both magnetos released normally as the engine was manually rotated and spark was present at each ignition lead. All rocker arms moved normally, and crankshaft/camshaft continuity was confirmed throughout the engine drive train.

A lighted electronic borescope inspection was performed on each cylinder. All intake valves and exhaust valves were intact and exhibited normal combustion deposits. Piston domes were intact and exhibited normal combustion deposits.