

From: [REDACTED]
To: [REDACTED]
Subject: Engine inspection
Date: Tuesday, May 7, 2019 6:54:25 AM
Attachments: [REDACTED]

Here is my report from the engine inspection. If you need anything more please let me know.

If you have any questions, do not hesitate to contact me.

Sincerely,
Dan L Frandson
Aviation Safety Inspector - Airworthiness
NM11, Boise Flight Standards District Office
(Direct) [REDACTED] (Toll-free) [REDACTED] (Fax) [REDACTED]

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The aircraft was caught in the top of a large pine tree. The recovery crew attempted to lift the aircraft out of the top of the tree with a helicopter. The helicopter could not remove the aircraft from the tree. The decision was made to fell the tree. Even though the aircraft had been substantially damaged during the crash, the aircraft sustained more damage during the fall from the tree.

N727WW Engine teardown/inspection Lycoming O-360-EXP Serial # L39680-36E

General condition of engine-The engine was in good general condition. The exhaust was complete and secure and all bolts and hardware appeared tight. The induction tubes were tight on the cylinders and the rubber induction hoses were held secure by the hose clamps. No induction leaks or fuel staining on the induction tubes was evident.

Oil level and visual- The engine contained approximately 3.5 quarts. Due to the position of the engine during the inspection the oil level was not accurate. The #1 cylinder also contained a small amount of oil. The engine oil that was on the dipstick looked clean and contained no metal contamination.

Oil filter contents- The Champion CH48108-1 oil filter was removed, cut open and the filter matrix examined for contaminants. No metal or other contaminants were found.

Check Gascolator screen and bowl- Visual inspection found no fuel stains or evidence of leaks. The tabs on the quick drain were bent, most likely due to the crash and recovery of the aircraft, and the quick drain could not be opened. The tabs on the quick drain were straightened with a pair of pliers and the quick drain opened. No fuel was present in the gascolator bowl. The safety wire and four screws securing the bowl were removed and the gascolator bowl was removed. No fuel was present, and no screen was found installed in the gascolator bowl.

Check carb for presence of fuel and check finger screen-

Make: Precision

Model: MA-4-5

Serial: 75627502

Visual inspection of the carburetor found the carburetor to be securely attached and in good condition with very slight fuel staining at the bowl to body mating surface on the right side of the carburetor. The staining had dirt over it so the stains are presumed to be old. Visual inspection of the carburetor venturi with a flashlight and mirror found the venturi and throat of the carburetor very clean and no abnormal indications. The carburetor finger screen was removed, and no presence of contaminants were noted. The drain plug was removed by cutting the safety wire and removing the plug. Approximately 1 tablespoon of fuel drained from the carburetor bowl. The drained fuel appeared clean and light blue in color.

Throttle Linkage and operation- The throttle linkage was securely connected to the throttle arm on the carburetor. The throttle control in the cockpit operated normally and moved the throttle arm on the carburetor to both stops.

Magneto timing was not checked during this inspection.

Fuel selector position- The fuel selector was found in the Left position. Visual inspection of the fuel selector found the selector was mounted securely with no indication of fuel leaks. The fuel selector operated through the full range and had positive detents at OFF, LEFT, BOTH and RIGHT positions.

During recovery of the aircraft approximately 1.5 gallons of fuel was drained from the Right fuel tank. There was no fuel drained from the Left fuel tank. During this inspection a visual inspection of the fuel tanks found both fuel caps installed securely and no indication of fuel stain on the top of the wings. With a flashlight and mirror the interior of the fuel tanks were inspected and found no contaminants or gas in either tank.