

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 8:00 AM	DATE 06/20/2019												
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. John Lane, Owner of Air Power Unlimited located in Jerome, Idaho		ROUTING <table border="1"> <thead> <tr> <th>SYMBOL</th> <th>INITIALS</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		SYMBOL	INITIALS										
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SUBJECT Engine inspection post takeoff accident Corsair.															
DIGEST At the request of the NTSB and FAA management, I assisted Cara Barbara (ASI/IIC) with post takeoff accident engine inspection. We arrived at Air Power Unlimited located at the Jerome, Idaho Airport around 0800 on June 20, 2019. With the help of two maintenance technicians, the "front" spark plugs were removed and a thumb compression check was performed. No discrepancies were noted. The carburetor main fuel screen was removed and inspected along with the carburetor screen bore. No discrepancies noted. "Rear" spark plugs were removed and visually inspected for general condition. No discrepancies were noted with the exception of oil collection in lower plugs. Spark plugs were washed in peroration of a spark and resistance test. All spark plugs tested fine with the exception of the rear # 4 spark plug was not sparking and the porcelain was loose in the barrel and rear #7 had week spark. All Tempest spark plugs were new at engine inspection. Magneto to engine timing was checked and found to be 20' BTC. Ignition harness was megged out and no discrepancies noted. Inspected cylinder exhaust ports which appear to be burning clean. Intake tubes were inspected for proper sealing. No discrepancies noted. Inspected general engine condition for any signs of failure, no discrepancies noted. Carburetor was removed for further inspection by the NTSB. FAA form 8020-2 given to the owners agent, Mr. Lane.															
CONCLUSION, ACTION TAKEN, OR REQUIRED As an aviation professional with the knowledge of Pratt & Whitney radial engines, it's my opinion that this engine was making proper power during take off. At the time of my inspection of this engine, no items were found which could have a contributed to the take off accident.															
DATE 06/24/2019	TITLE FAA Aviation Safety Inspector	SIGNATURE 													

DIGEST (CONT)

Magneto was bench tested by running it on a lathe. Both magnetos produced current at low RPM with no interruption. Increased RPM, same results found. End of report.