



ENGINE EXAMINATION REPORT

ENGINE MODEL	O-200-A48
ENGINE SERIAL NUMBER	253911
AIRCRAFT MAKE & MODEL	Cessna 150A
AIRCRAFT SERIAL NUMBER	15059258
AIRCRAFT REGISTRATION	N7158X
FILE NUMBER	19-131

NAME	SIGNATURE	DATE
Christopher Lang		March 3, 2020

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EXAMINATION		ACCIDENT DATA	
DATE	February 27, 2020	NTSB ACCIDENT #	WPR20FA018
FACILITY	Air Transport	NTSB INVESTIGATOR	Tealeye Cornejo
ADDRESS	[REDACTED] Phoenix, Arizona 85009	FAA INVESTIGATOR	Unknown
		ACCIDENT DATE	October 31, 2019
		ACCIDENT LOCATION	Brawley, California

ENGINE INFORMATION

ENGINE POSITION	Front, Single
TOTAL TIME	Unknown
TIME SOH	Unknown
TYPE & TIME SLI	Unknown
BUILD DATE	November 22, 1975
IN SERVICE DATE	Unknown

Significant logbook information:

The logbooks have not been reviewed by this writer at the time this report was written.

Report Summary:

Search Code(s):

15-12-68

The examination of this engine did not reveal any anomalies that would have precluded normal operation and production of horsepower.

Disposition of engine following exam:

Storage at Air Transport, Phoenix, Arizona

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NAME	Christopher Lang	NAME	Josh Cawthra
ADDRESS	Mobile, Alabama	ADDRESS	Federal Way, Washington
ORGANIZATION	Continental Aerospace	ORGANIZATION	NTSB
PHONE		PHONE	
NAME		NAME	
ADDRESS		ADDRESS	
ORGANIZATION		ORGANIZATION	
PHONE		PHONE	

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EXTERNAL INSPECTION OF ENGINE

The engine remained attached to the engine mount, however, was separated from the airframe. The propeller and vacuum pump were separated from the engine. The crankshaft propeller flange exhibited impact damage. The number 1 and 3 upper ignition harnesses were impact damaged. The carburetor remained partially attached by its cables, scat hose, airbox bracket, and fuel lines, however, was separated at its mounting flange.



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INTERNAL INSPECTION OF ENGINE

The top spark plugs were removed along with the rocker box covers. The crankshaft was rotated by hand using a hand tool. Thumb compression was obtained on all 4 cylinders. Spark was obtained on all 8 ignition leads (1 and 3 were cut). Equal movement of the intake and exhaust rocker arms was observed when the crankshaft was rotated. The cylinder combustion chambers were examined with a lighted borescope and no anomalies were observed.

The carburetor was removed and examined. The inlet fuel screen was removed and found to be free of debris. The throttle and mixture arms moved from stop to stop by hand. The carburetor was disassembled. No debris was observed within the float bowl. The floats were intact. The needle valve appeared to be seating normally.

The upper spark plugs exhibited worn out – normal signatures with dark gray colored deposits within the electrode area.

The exhaust was impact damaged. The shrouds were removed and no evidence of any exhaust leaks was observed.

The induction system was intact.

The airbox was impact damaged



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