Continental Motors

ENGINE RUN REPORT

ENGINE MODEL	A-65-8
ENGINE SERIAL NUMBER	418476-8
AIRCRAFT MAKE & MODEL	Luscombe 8A
AIRCRAFT SERIAL NUMBER	2378
AIRCRAFT REGISTRATION	N45851
FILE NUMBER	17-012

NAME	SIGNATURE	DATE
John T. Kent	[redacted]	10/26/2017

Template Issue Date: 01/2015

GENERAL INFORMATION

EXAMINATION		ACCIDENT DATA	
DATE	10/18/2017	**NTSB ACCIDENT #**	ERA17FA226
FACILITY	CMI Analytical Department	**NTSB INVESTIGATOR**	Leah Read
ADDRESS	[redacted] Mobile, Alabama 36615	**FAA INVESTIGATOR**	Michael Baringer
		ACCIDENT DATE	07/04/2017
		ACCIDENT LOCATION	Remsen, New York

ENGINE INFORMATION

ENGINE POSITION	Front
TOTAL TIME	Unknown
TIME SOH	Unknown
TYPE & TIME SLI	Unknown
BUILD DATE	Unknown
IN SERVICE DATE	Unknown

Significant logbook information: The log books have not been reviewed at the time this report was written.

Report Summary: Search Code(s):

The engine was test run at the Continental Motors Factory in Mobile, Alabama on 10/18/2017 under the supervision of the NTSB Investigator in Charge.

The engine produced full rated horsepower on the engine test stand.

Disposition of engine following exam: The engine was released to the owner after the test run.

INSPECTION WITNESSES			
NAME	John T. Kent	**NAME**	Lisa Jersild
ADDRESS	[redacted] Mobile, Alabama 36615	**ADDRESS**	Mobile, Alabama
ORGANIZATION	Continental Motors	**ORGANIZATION**	Continental Motors
PHONE	[redacted]	**PHONE**	[redacted]
NAME	Leah Read	**NAME**	Greg Eastburn
ADDRESS	Washington DC	**ADDRESS**	Mobile, Alabama
ORGANIZATION	NTSB	**ORGANIZATION**	Continental Motors
PHONE	[redacted]	**PHONE**	[redacted]
NAME	Phillip Grice	**NAME**	
ADDRESS	Mobile, Alabama	**ADDRESS**	
ORGANIZATION	Continental Motors	**ORGANIZATION**	
PHONE	251-436-8481	**PHONE**	

EXTERNAL INSPECTION OF ENGINE

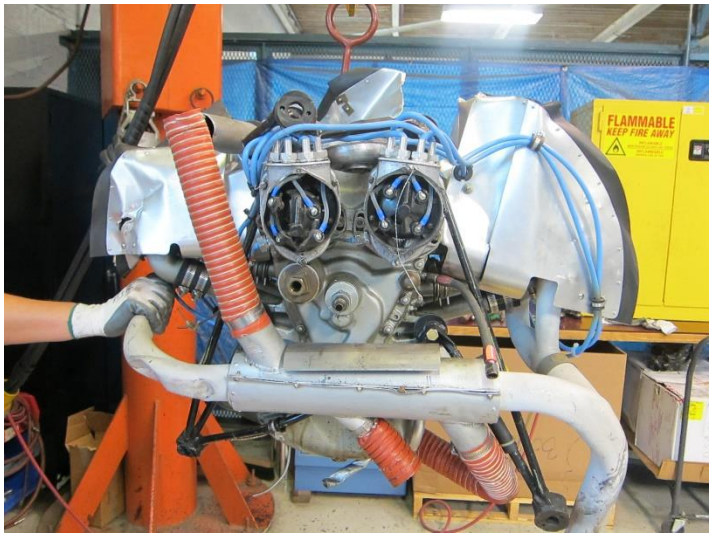
The left magneto was separated from the mounting flange, and the oil sump had heavy impact damage. All of the cylinders had chrome markings.

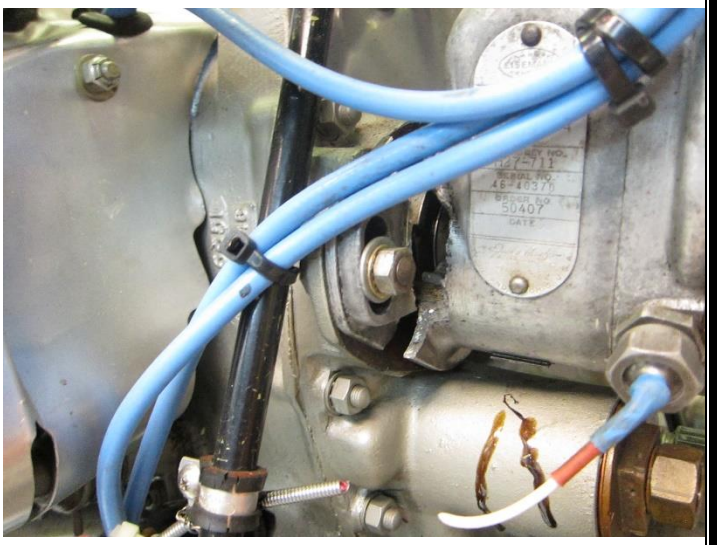
Compression Checks:
Cold- 1. 60/80 2. 72/80 3. 76/80 4. 77/80
Hot- 1. 71/80 2. 78/80 3. 78/80 4. 77/80
The top spark plugs were removed and examined. They were Tempest UREM-40E
They had normal wear and dark deposits in the electrode areas.
The Carburetor was a Stromberg NA-S3
Magnetos: Left, Eisemann LA-4, SN-46-40370
Right, Eisemann LA-4, SN-46-40391

Magneto-to-Engine Timing (Specified):	Left Magneto:	Right Magneto:
°BTDC 30 Degrees	°BTDC NA	°BTDC 30


FLAMMABLE
KEEP FIRE AWAY


FLAMMABLE
KEEP FIRE AWAY


FLAMMABLE
KEEP FIRE AWAY

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SPARK PLUGS
1 3 5 2 4 6
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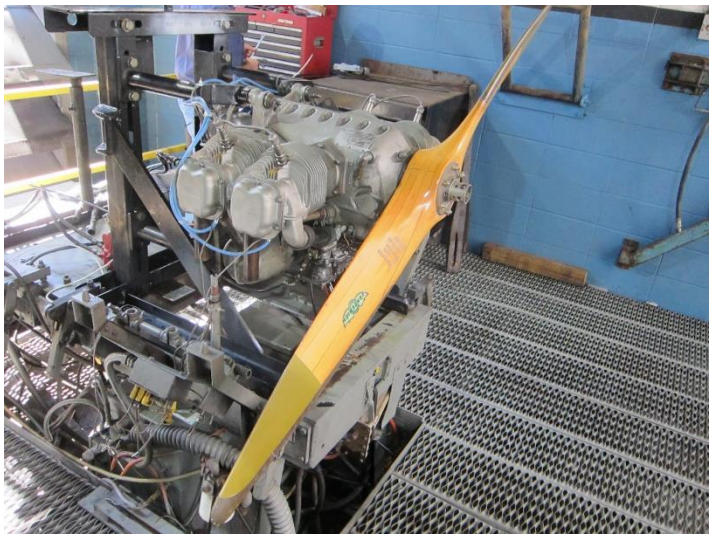
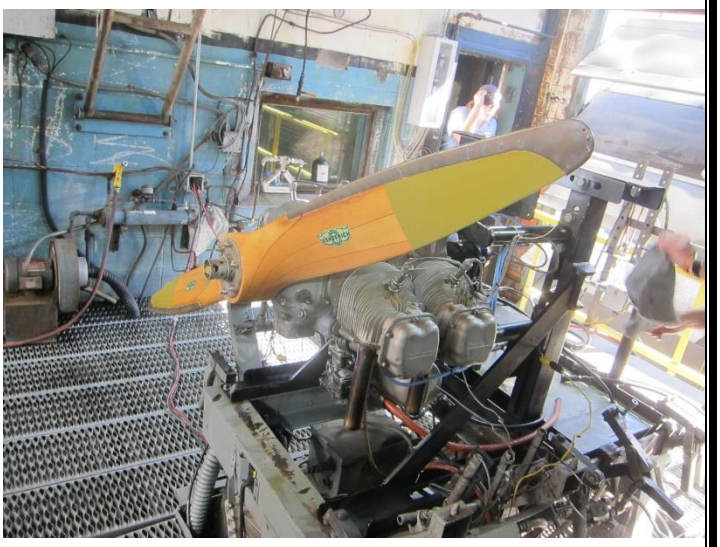
ENGINE PREPARATION PRIOR TO RUN

The left magneto and the oil sump were replaced. The propeller was replaced with a wooden fixed pitch Sensenich Propeller.

DESCRIPTION OF RUN

The engine was placed on a test cell and started by hand propping. The engine ran smoothly at idle for a few minutes. The throttle was then advanced to 1700 RPM and a magneto check was performed. The left slave magneto could not be checked, but the engine ran smoothly on the right magneto. The throttle was then advance to 2100 RPM, and the engine ran smoothly at 2100 RPM. The engine ran for several minutes at 2100 RPM, and then the throttle was reduced to idle. Several throttle bursts were attempted and the engine accelerated smoothly every time. The engine was then shut down by shutting off the fuel from the test cell.



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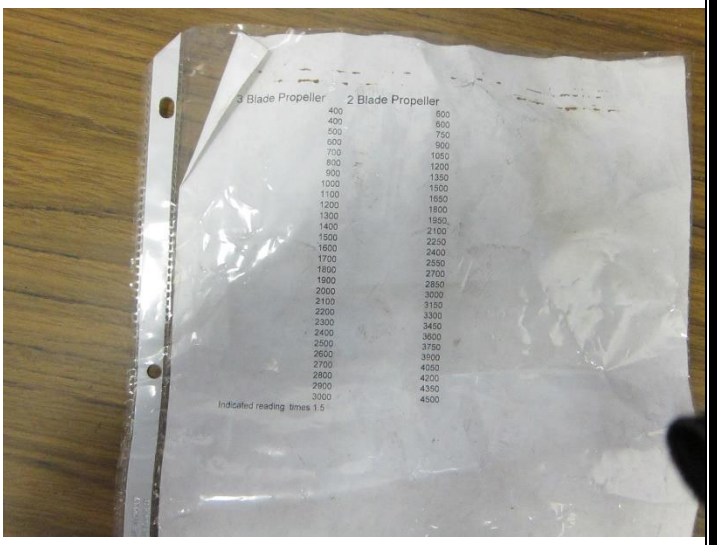
3 Blade Propeller
2 Blade Propeller
Indicated reading times 1.5


N. T. S. B.
653293

ENGINE RUN CONCLUSION

The engine started and ran to full rated horsepower on the test stand. Because the test stand is set up for a three bladed propeller, a conversion chart had to be used to convert the observed engine RPM. The conversion chart is shown in one of the photographs.