



Federal Aviation Administration

Memorandum


Date: 05/26/2014
To: Tim Monville, NTSB
From: Mark Auclair, FAA ASI Portland, Maine
Prepared by: Mark Auclair
Subject: N888ZW

The following is an account of the events performed by Lycoming Representative, John Butler and mechanic Ben Mosher that were witnessed by me on July 17, 2013 at Lewiston, Maine. This effort was to determine the engine mechanical functionality following the aircraft accident on July 3, 2013.

Mr. Butler and Mr. Mosher removed all valve covers and four spark plugs and demonstrated valve movement by hand cranking the engine. All of the valve springs and rocker arms appeared to be in good condition and working properly. Engine compression to each cylinder was determined also by hand cranking the engine and covering the spark plug hole with a thumb. Two of the spark plugs were oil soaked, this was attributed to the aircraft coming to rest on its left side causing oil to seep into those cylinders. They also determined that the magneto timing to be correct by using a magneto synchronizer.

The fuel lines were drained and examined in a white cup, there were no obvious signs of contamination.

Both magnetos were removed along with fuel lines and electronic engine monitoring components and shipped to the NTSB.


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