



MEMORANDUM

Daniel P. Boggs
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

I performed an engine inspection on N30271, Dakota Hawk. I used a lighted boroscope to examine all cylinders. No anomalies noted. The cylinders were oil soaked; however, the engine was rotated several times for transportation. The propeller was rotated by hand and thumb compression was established on all cylinders. Continuity was established throughout the engine. The rocker covers were removed, and the rocker arms, springs, and push rods all appeared to be normal. The right magneto was removed and rotated by hand; spark was established on all leads. The left magneto was removed and rotated by hand. No spark was present. The magneto was opened up and revealed that the post-accident fire burnt the magneto and melted the internal components.

The carburetor was fractured off the engine. The carburetor was intact and disassembled for examination. Although the carburetor was fire damaged, all the components looked to be intact and serviceable. The screen was removed and clear of debris.

The top spark plug were removed to facilitate the boroscoping of the engine. The spark plugs were oil soaked but appeared to be serviceable, showed normal wear and tear.

Dan Boggs
Air Safety Investigator
NTSB