NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety

June 18, 2018

ENGINE EXAMINATION

CEN18LA156

A. ACCIDENT EXAM

Location:	Beegles Recovery & Storage, LLC
Date:	13 June, 2018
Aircraft/Case:	CEN18LA207
NTSB IIC:	Jennifer Rodi

B. ENGINE EXAMINATION PARTICIPANTS:

Craig Hatch
Air Safety Investigator
National Transportation Safety Board
4760 Oakland St., Suite 500
Denver, CO 80239

Jennifer Rodi
Senior Air Safety Investigator
National Transportation Safety Board
4760 Oakland St., Suite 500
Denver, CO 80239

Eddy Schumacher
Beegles Recovery & Storage, LLC
Greeley – Weld County Airport
Greeley, CO

C. SUMMARY

The pilot was in cruise flight, when the engine lost power. The pilot preformed a force landing, to a field.

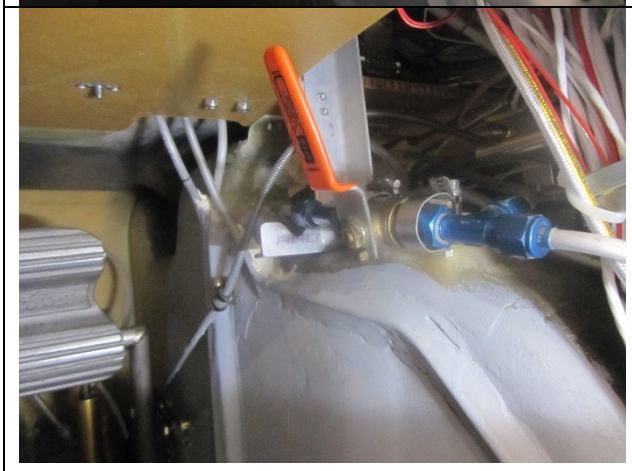
The airplane wreckage was partially dissembled and transported to Beegle Recovery & Storage in Greeley, Colorado. The NTSB conducted an examination/engine run at the recovery yard. The engine is a four-cylinder Lycoming IO-360 engine.

D. DETAILS OF THE INVESTIGATION

1.1 Exam Photos

The airplane was transported to a salvage yard. For the engine test run, the fuselage is strapped down to a trailer.
The recovery crew stated about 30 gallons of fuel was recovered from the airplane; the header tank was “nearly’ full, with the remainder of the fuel coming from the wing tanks.

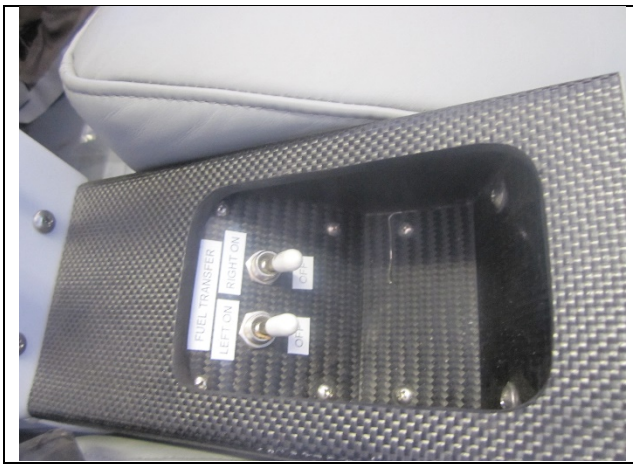
The airplane was equipped with a (fuel) header tank (located in front of the windscreen), and left and right, wing fuel tanks.

	The top cowling was removed from the engine. After the engine run the plenum cover was also removed. The engine was identified from records as a Lycoming IO-360-C1E6
	Two levers, believed to be fuel shut-off, were located on the left and right side below/behind the center console.
	

The airplane was equipped with a Garmin EFIS, and “standard” throttle, prop, and mixture controls

An SD card located at the bottom of the EFIS display was copied.

The unit recorded varies flight and engine parameters.



Transfer pumps, for wing fuel tanks

Fuel was added to the airplane header tank. The engine was started and run at various power settings. The magneto drop was “high” but similar between both left and right magnetos.

The engine performed satisfactory on the test, a reason for the lost power on the accident flight was not found.