

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** WPR21LA098 Crescent City, CA- Wreckage Follow up Examination Report  
**Date:** Friday, March 5, 2021 1:55:56 PM

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VENDER:	Aircraft Info:
Douglas Dillemath	N291FR T182T S/N T18209082
[REDACTED]	Engine: Lyc. TI0-540-AKIA S\N L-13740-61A
[REDACTED]	
[REDACTED]	

#### Inspection of Engine report:

##### 1)- Inspection of engine externally for Abnormalities;

Inspected complete engine for any Abnormalities which could have caused loss of engine power,

and did not find any.

##### 2)- Remove Engine oil filter and inspect for contamination;

Removed oil filter and cut open for inspection and found no metal in filter element. Was normal.

##### 3)- Remove all spark plugs for conditional inspection;

Removed all plugs and evaluated condition. Found (cyl. #4 lower) plug filled with oil.

Found (cyl. #6 lower) plug

in a fouled condition. Found all plugs with excessive gap. All plugs per manufacture specs were out of limits.

##### 4)-Check mags to engine timing before removing mags;

found L/H mag would not react to the timing lite by not showing timing lite reacting to points opening or closing.

The timing seemed to be correct but felt maybe there was a problem with the points.

The R\H mag timing check was normal and was within the engine data specs.

##### 5)- C\W Rotational check of engine crankshaft for normal operation and check cyl. compression by hand;

Rotational check of crankshaft was C\W during mag check and was normal. Engine compression was

checked by hand and as all cylinders were normal.

##### 6)-Remove both mags for operational function status;

L/H mag ( Slick mfr. P/N 6361 S/N 1605005) after removal was found to have corrosion inside the distributor cap

around lead anchors. Found the point assy. with rust from moisture contamination. The point gap was there but

was fouled by debris at the point contacts. Based on my finding's mag was inop.

R/H mag (Slick Mfr. P/N 6361 S/N 16040949) after removal found some corrosion inside mag but it was not as

bad as the left Mag, especially at the points. Based on my findings the mag would have operated but with the two

fouled spark plugs the engine could have run rough.

7)- Check Mag switch if needed for proper operation;

Based on the findings with the mags I did not think we needed to check the switch.

Special not in regards to the mags; the mags were pressurized and had no in line moisture trap between the

pressurization source and the mags. If filters or traps are not required, the mags should be inspected more

often for moisture caused corrosion.