

03/10/2020 Examination Big Lake, AK

N7384D Piper Super Cub

PA-18-150 S/N: 18-5749

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The airplane was located in a heated hangar at the Big Lake Airport (BGQ), Big Lake, Alaska. The damaged airplane propeller was removed, and a substitute propeller was supplied by Alaska Claims LLC. When the NTSB arrived, the substitute propeller was already installed, and the engine had been rotated by hand with the lower spark plugs removed to assure no blockage in the cylinders. The engine showed no signs of damage.

Gas was drained from both wing tanks and the firewall fuel drain and checked for water with water finding paste. No presence of water or contamination was noted. (see figure 1 for water paste test)



(Figure 1: Water paste test)

The airplane was then pushed outside of the hangar and tied down for the test run. The test run was initiated, and the engine performed as normal with no anomalies or malfunctions noted. The carburetor heat lever was actuated and noted to operate correctly.

The below numbers were given by the pilot performing the test run:

Mag drop Right:	50-75rpm DROP
Mag drop Left:	50-75rpm DROP
Carburetor heat:	About 50rpm DROP
Oil Pressure:	Was in normal operating temperature (green)
RPM:	The engine was run to 2500+rpm



(Figure 2: Accident airplane)

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Name:	Title:	Signature:	Date:
ERIK Swenson	NTSB	[Redacted Signature]	3/10/20
Curt Martin	FAA	[Redacted Signature]	3/10/20
Dustin Tallman	owner	[Redacted Signature]	3/10/20
Chris WYKOFF	AK CLAIMS	[Redacted Signature]	3/10/20
Anthony Backlund	FAA	[Redacted Signature]	3/10/20

(Figure 3 is the list of attendees at the engine run)