

Aguilera Jason

From: Todd.A.Evans@faa.gov
Sent: Tuesday, June 11, 2013 1:32 PM
To: Aguilera Jason
Subject: RE: N222GL

Jason,

N222GL Inspection Summary.

On 05/22/2013: This office was contacted by the NTSB requesting assistance in the investigation of an accident that occurred near Hoxie KS. (1F5) on 04/26/2013.

On 05/23/2013: Information and assistance requests were obtained from the NTSB to inspect and check for any inconsistencies with the subject Continental IO-550 powerplant.

On 05/24/2013: Arrived at Powermasters (Eng. overhaul facility) at KRVS in Tulsa, OK. at approx.1130 CDT assisted by the owner Bill Cunningham and his employee Garry Crookham Jr. Several photos were taken and Eng. inspected with no significant findings. The engine was then turned manually and borescoped through the top spark plug holes and found to be normal. A cold compression test performed. #1. 75/80 #2. 37/80 #3. 79/80 #4. 74/80 #5.

77/80 #6. 60/80. The fuel line between the fuel flow Xmitter and fuel manifold was opened and it contained a fluid consistent with 100LL fuel.

The engine was then cleared to be installed on the test stand.

On 05/29/2013: Arrived back at Powermasters at 0800 CDT and engine was installed on test stand. At this time we checked the mag. timing, both were found to be within a half of a degree between L/H & R/H and at 22 degs. The filter screen at the throttle body was removed and inspected, fluid consistent with 100LL was present and filter was clean. At approx. 0915 CDT the engine was started, it fired and idled immediately, warmed for few minutes and RPM was brought up slowly to half and then full power. All indications were normal and would run normal on engine driven fuel pump. Engine was shut down and cooled, oil was drained and strained no particulates found. Oil filter was removed and cut open and no major particulates found.

On 05/29/2013: At approx. 1500 CDT arrived at Biggs Aircraft to inspect the airframe of N222GL. With the assistance of Eric Biggs son of the Repair Station owner, The mag switch wiring and switch were checked with a multimeter and physically and found all to be normal.

The screen at the boost pump was checked and found clean, fluid consistent with 100LL was present with no contamination noted. Note: Mr. Eric Biggs stated when they went to recover the aircraft in KS. that their was approx. 30 gal. of avgas drained from each fuel tank, for a total of approx. 60 gal. The fuel selector valve moved freely and the detents were noted, The fuel vent lines were inspected for obstructions and none were found.

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