



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA16LA268

NTSB telephone correspondence

Event: Forced landing after takeoff
from Sebastian Municipal Airport
(X26), Sebastian, Florida.

Engine run/discussion date:
11/10/2016

Subject: Fuel pump settings

Parties: FAA inspector (Andrew
Crossman), Continental Motors (Kurt
Gibson), Velocity Aircraft (Scott Swing)

In a telephone conversation with the party members, it was discovered that during the engine test run at full open throttle the engine would quit. Review of a work order revealed that the fuel pump was removed, disassembled and inspected. During the inspection the fuel pump aneroids were found inoperative and were reassembled and reinstalled. During the reinstallation it was determined that the fuel pump was adjusted incorrectly and was delivering too much fuel. According to Continental Motors the TSIO-550-C engine was not to exceed 35.5" of manifold pressure based on their maintenance manual. Velocity Inc. said that it is normal for the engine to over-boost in this application and it is the pilot's responsibility to throttle limit the manifold pressure.