

19 August 2010

Mr. Timothy W. Monville
NTSB
8240 NW 52 Terrace, Suite 418
Doral, FL 33166

Subject: N28MR

On the morning of August 2, 2010, Mr. Don Rossi asked me to run-up the engines on N28MR and do a couple of high-speed taxis down the runway.

I checked the air pressure in all 3 tires and inflated the tires, then completed a pre-flight on the aircraft. Fuel was at ½ tanks on both sides. I found no discrepancies.

I started the engines and waited for oil pressure to come up to temperature. I performed 2 magnetto checks on each engine: 50-75 RPM loss on left engine, 75-100 RPM on the right. I performed 6 cycles of each propeller to get warm oil in the propeller hubs. After the 2nd cycle on each propeller, the feathering was quick and crisp.

I ran each engine up to cruise power and checked the propellers for proper pitch adjustment. This was fine.

I then ran each engine, one at a time, up to take-off power, checked fuel flow was good. RPM at the max and manifold pressure was at take-off limits, oil pressure in high green, oil temp in the middle of the gauge. Before I shut down the engines, I performed a magnetto grounding check. This was good on both engines. When I shut down the engines, the cylinder temperatures were at 300 degrees on each.

Mike Rossi came to the hangar before I was able to do the high-speed taxis. Mike piloted the aircraft on 2 high-speed taxis down RWY 21 and back on RWY 3. Everything looked good. He asked to taxi for a local takeoff and was cleared for takeoff. With a left turn, we flew over the ridge that parallels the airport to the east, climbed to 3500 ft. out over the valley to Ligonier. The auto pilot was tested and worked fine. Both NAV checked. No discrepancies noted. Oil pressures in the green. Oil temps in the green. Cylinder temperatures around 300 degrees, power on both engines was at 2400 RPM, 22 inches manifold pressure.

We were cleared to land on RWY 23 when we taxied in. Ed Sobota was waiting with Mr. Don Rossi. He asked Mike to go over some things with him in the aircraft (operation of the avionics). I then went over the log books with Ed – airframe, engine and propeller logs, and taxied the aircraft to his hangar on the east ramp.

To address your question as to whether any preservative was added to the aircraft engines on N28MR, there was not. The aircraft had an annual performed in March of 2010, at which time the engines were run and all systems checked. Even though the aircraft set for periods of time, the engines were run up and systems checked at least every 30 days to ensure the batteries were charged and the systems worked properly, and updates were kept current in the GPS receivers as the aircraft was used as a back up to the company's jet aircraft.


C. David Austin


Michael J. Rossi