

NOTES

John Langston Interview 1

End of February, 2017, Mr. John Ethridge called to schedule an annual inspection on Piper PA-28-140, N4329T. He did not report any previous issues with aircraft and it was "flying beautifully." On 04 March 2017, the aircraft was opened up for inspection at Stonewall, TX 30TX when I arrived to begin annual inspection. He, Mr. Ethridge, reported he was having fuel pressure problems occasionally at not regular intervals. Fuel pressure would drop from 4psi to 2psi and lose a couple hundred RPMs from 2400 RPM to 2200 RPM. He and his brother-in-law, Winston Moore, were looking for a bad check valve in one of the pumps. I gave them some clues to isolate the pumps. I did not have the correct fittings to do the isolation procedure so Mr. Ethridge and Mr. Moore went to Fredericksburg to get fittings to make the troubleshooting possible. I went home. Mr. Ethridge and Mr. Moore determined the electric fuel pump had a bad check valve and ordered a new pump from WAG Aero.

SPACE NOT USED JR

After receiving new pump, Mr. Ethridge informed me and I had to research to see if it was an approved part, which it was not. After that, I called Aero Performance and found an STC-approved fuel pump. After I received the part I returned to the aircraft on 03/25/2017 and Mr. Ethridge and Mr. Moore had already removed the old pump. They showed me where the old check valve was leaking fuel. They installed the pump and I supervised the installation. Then we tested the system and the Aircraft fuel pressure gauge was not working. The owner told me it would begin working after 10 minutes. Mr. Moore had another test gauge which was installed to the fitting going to the Aircraft fuel pressure gauge and it tested at 5psi pressure. We put everything together and towed the airplane outside for a test run of the engine for 10 minutes. →

SPACE
NOT USED

JL

Static RPM was 2500 RPM
Mag check was 10-15 RPM drop
on each side. On the first
day I completed the annual
and replaced the spark plugs
The mag check was 50 RPM
drop with the old plugs.

I advised Mr. Ethridge he
needed a new fuel pressure
gauge and how to acquire it.
It would be best to get the
gauge from OEM. At that point
the engine was running
satisfactory and I signed off
the log books and departed
after closing up the cowlings.

~~I instructed~~ I ~~advised~~ Mr. Ethridge not
to take off until his fuel
pressure gauge was working.
Then I went home. Mr. Ethridge
said he was going to buy
20 gallons of gas.

End of statement