

~~601AT~~ 5-9-19

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Cruising FL350 -25°C 1hr 20min into flight

Up to this point there were no problems w/ the flight. All indications were normal.

I was fine tuning the (L) engine in an attempt to settle N_1 fan speed at or near 103%. I added thrust, N_1 went up as expected, but then moments later would creep down. After this happened a few times, all gauges still read regular. About one minute later (L) engine began to spool down very slowly. It didn't shut down all at once. After about another minute, and unsuccessful recovery of fan speed we asked for lower ^{altitude} and began descent with (L) engine at idle power setting. I noticed no oil pressure on (L) engine and shut it down entirely. Several minutes pass and we are descending into KSAV without incident. I'm descending with the (R) engine at roughly 65% fan speed in order to maintain pressurization. We're getting ready for ~~single~~ single engine approach and all is going smoothly. At somewhere around 8,000' feet the right engine became unresponsive and began spooling down as well. I declared an emergency, and we were RV to run 19 KSAV. ATC lost our altitude as well as our Altimeters quit displaying altitude. We still had radios. I recycled the battery switch, at which time, the altimeters returned

to normal and ATC could again read our altitude.
Sometime between 6k' & 8k', we did attempt to restart
Ⓟ engine. It had no response, so was secured and
attention went to gliding into airport after locating airport.

By ~~████████████████████~~
Assigned CAPTAIN

N744AT IFR KAPP-KIALG

2:30 PM 5-4-17 @ SAV

ABOUT 1420 INTO THE FLIGHT @ 35,000 FEET LEFT ENGINE WILL NOT
HOLD SET % VARYING 2-3% THEN A GRADUAL ROLL BACK OVER 2 MIN
TO 27-29%. AFTER CONFIRMG WITH ATC WE STARTED DESCENT TO
15,000 FT. LEFT ENGINE 28% RT 45% FOR DESCENT. ^{CABIN} PRESSURE WOULD NOT
HOLD AND WE NEEDED MORE POWER ON RIGHTS ENGINE. WHILE INCREASING
POWER ON RIGHTS ENGINE IT STARTED TO BE ERATIC ON % DISPLAY. THE LEFT
FILTER BYPASS DID NOT EVER COME ON. THE RIGHTS FUEL FILTER BYPASS DID COME
ON. AT 8,500 FEET, 13 MILES FROM AIRPORT BOTH ENGINES WERE OFF. FIRST
THE LEFT WAS SHUT OFF DUE TO LOW OIL PRESSURE THEN THE RIGHT ENGINE. ALL THREE
ALTIMETERS WENT OFFLINE AT ABOUT 6,000 FEET AND RESETTING THE MASTER
BROUGHT THEM BACK AT 5400 FT. A STRAIGHT IN APPROACH WAS MADE TO SAV
RWY 19. LANDING WAS VERY GOOD. TOTAL FLIGHT TIME 1:34. AN
AIRSTART WAS TRIED ON THE RIGHTS ENGINE WITH NO SUCCESS AT ABOUT
10,000 FEET. NO JOY



By Gerald Downs