

01/11/2012

Field Report Fleet 16B N9753L.

On 01/06/2012 I performed a field inspection of power plant on N9753L. Inspector Boyd Kempf Unit supervisor of the SAT FSDO assisted me in the inspection on this date.

The following was verified.

1. There was fuel flow from the upper wing tank when the fuel selector valve was opened and it stopped when the selector was moved to OFF.
2. The fuel appeared to be 100 octane aviation fuel, with no contamination or water.
3. A field thumb compression confirmed compression in all cylinders.
4. Verified valve train continuity.
5. Verified oil in the engine
6. The engine rotated smoothly.
7. The carburetor housing was broken, however tear down did not show any signs of anomalies or contamination.
8. Verified continuity of the throttle cables.
9. The left magneto had an impulse coupler and fired a good spark to the aft spark plugs.

In conclusion we could not ascertain why the engine quit running at this field level of inspection.

Michael P. Garvin
Aviation Safety Inspector
SAT-FSDO