



RECORD OF CORRESPONDENCE

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: April 23, 2014
Person Contacted: Joseph Folchert
NTSB Accident Number: CEN13LA258

Narrative:

Joseph Folchert stated that upon receiving the IO-540-AB1A5 Aircraft Engine from Beegles Aircraft, we tested the pressure across the front nose bearing per Lycoming Service Instruction 1462A. At a delivery pressure of 35 PSI we had an indicated reading of 18 PSI, well within the 6 to 35 PSI limits. The oil travel travels down the left hand case half that eventually feeds the propeller governor. The propeller governor receives the oil and amplifies the pressure and then transfers the oil through a passage down to the center of the Front Main Bearing. It then travels through the cavity in the front bearing to where it passes through the transfer tube in the crankshaft out the propeller hub. From the governor down to the prop hub, it is pretty much a closed system. If the propeller quits operation, it is either a governor issue or a severe leak at the front main bearing. If the propeller goes to High Pitch, Low RPM, it could be due to an increase in pressure from the governor or a malfunction with the propeller itself.

Mitchell Gallo
Air Safety Investigator