



RECORD OF CONVERSATION

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Central Region

Date: October 31, 2017
Person: Rod McLaughlin (FAA) and Chris Lang (CMI)
NTSB Accident Number: CEN16LA229

An engine run was conducted on October 31, 2017, under the auspices of Rob McLaughlin (FAA FSDO). Chris Lang from Continental Motors was also in attendance.

Following the engine run, Rob McLaughlin made the following observations:

- The engine ran just fine.
- Performed mag check, cycle propeller, run engine up to 27 inches MAP.
- Tach not working due to the cable was stretched.
- Possibly fuel flow turbulence in the fuel line from gascolator to the carburetor that had a rather tight 160 degree turn but not enough to kink the fuel line.

Following the engine run, Chris Lang made the following observations:

- The following were replaced:
 - o Propeller
 - o 1-3-5 side engine mount legs
 - o Airframe tubular engine mount
 - o Throttle cable
 - o Airframe battery
 - o Nose landing gear wheel and fork
- An external fuel supply was plumbed into the left wing root.
- The engine run was performed by Mr. Marvin McCandless of the recovery company. The engine was primed once using the airframes primer. The engine started on the first attempt and was allowed to warm up. The throttle was advanced to a higher RPM and a magneto check was performed and the propeller was cycled twice.
- The throttle was then advanced to full and the engine achieved approximately 27 inches of manifold pressure. The throttle was then reduced to idle and the engine was allowed to cool. The engine was then shut down normally using the mixture control.