

Lindberg Joshua

From: [REDACTED]
Sent: Tuesday, August 1, 2017 3:53 PM
To: Lindberg Joshua
Cc: [REDACTED]
Subject: Static engine run test on N7328V July 13, 2017.

Josh;
Per your request, here is my statement regarding my observation of the static engine run on the engine from N7328V as performed on July 13, 2017 by Continental engine technician / Air Safety Investigator Kurt Gibson.

Upon arrival at Beegles, aircraft logbooks were reviewed and we all went to an adjacent taxiway/parking area where the fuselage and engine for 7328V were mounted to a trailer for the engine run attempt. Beegles had installed a serviceable propeller on the engine as the original aircraft propeller had been damaged in the accident. Continental representative and Beegles mechanic inspected the engine and upper spark plugs with no defects noted. Engine cylinder condition was inspected via borescope. No indications of damage or other abnormalities seen. Fuel source was supplied by a stand-alone fuel can with associated plumbing and fittings attached to the fuel line to the engine. Several start attempts were made to start the engine. After loosening fuel fittings in several locations on the engine and determining that no fuel was reaching the engine fuel distribution system and all fuel lines appeared to be dry, the indication was that the engine driven fuel pump did not generate enough pressure during engine start attempts to overcome the air locked fuel lines. Beegles personnel acquired an operating 28 VDC fuel pump and installed it between the fuel source and the engine plumbing. With the pump energized and after loosening fuel fittings again to insure fuel presence at the engine fuel distribution rails and associated plumbing, the fuel fittings were re-secured and another start attempt was made. The engine started immediately and ran as expected with no irregularities in RPM, fuel flow or oil pressure noted. The engine operated through all normal RPM ranges and manifold pressures. Magneto drops appeared normal as expected. The only abnormality seen was the failure of the engine to go to idle /shut-off and this was attributed to what appeared to be some bent linkage associated with the throttle operation (damage appeared to have occurred during the accident as the linkage involved was on the bottom side of the engine in an area where engine cowlings and the collapsed nose landing gear impacted the bottom engine cowlings and firewall).

Sid Jensen

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