



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: May 3, 2018
Person Contacted: Mr. Robert Cross, A&P, IA Mechanic
NTSB Accident Number: CEN18LA065

Narrative:

Mr. Cross stated that he installed the overhauled engine on the airframe. The airplane was transported to Versailles, MO with the wings off. They installed new engine mounts and propeller, as well as the wings. The engine was installed, and it was started about 6 times and ground run for about 2.5 hours.

He stated that he had received overhauled engines from Western Skyways for the last 10 years and never had a problem before. He didn't put the fuel pressure gauges on the engine when he installed it because it was producing the required power during the ground run checks. He didn't check the lines, or the test port nut attached to the fuel metering unit, because he never had to before. He described the event as a "freak" accident.

He stated that the engine was running really good during the climbout after the touch and go, until he heard a loud "pop," like a 22-caliber gun shot. He stated that the pilot did not hear the pop in the cockpit, but he heard it on the ground.

The cap (B-nut) was reinstalled on the engine and it's running good again.



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Date: May 14, 2018

Person Contacted: Mr. Eric Barker, Maintenance Manager at Western Skyways
NTSB Accident Number: CEN18LA065

Narrative:

Mr. Barker stated that the mechanic needs to remove the cap (B-nut) to adjust the fuel pressure after the engine is installed on the airframe. He stated that Western Skyways is in Montrose, Colorado, where the elevation is about 6,000 ft above sea level. When an engine is installed on an airframe, the fuel pressure needs to be adjusted to match the local elevation and airframe. He said that the test port is located on the top of the engine. When they run the engine in the test cell, they can tap other lines to check the fuel pressure. But in the field, the place to attach the fuel pressure gauges is on the test port, because the other lines are covered by the engine cowl and baffling.

He stated that the fuel system was overhauled before it was placed on the overhauled engine. Then it was sent to the engine test cell where the engine was run for 3 – 4 hours. He stated that the engine passed all its operational checks. If the cap on the test port had been loose, the engine would not pass the ground run tests. He stated that the cap was not loosened after the fuel system overhaul. He repeated the statement that the fuel system must be matched to the airframe and local elevation when it is installed on an airframe after overhaul. He also stated that the engine manufacturer's maintenance instructions also require the fuel pressure to be adjusted to the airframe after it's overhauled. To adjust the fuel pressure would require the mechanic to loosen the cap and attach the fuel pressure gauges to the test port on the fuel metering unit.