



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: November 26, 2019
Person Contacted: Lucky Louque, Air Salvage of Dallas
NTSB Accident Number: CEN19LA016 – Springtown, Texas

Narrative:

Mr. Louque provided the following statement:

We received the aircraft from Lone Star Retrieval Service. We set the aircraft up on a trailer and prepared it for an engine test run. We pulled the propeller and replaced it with a test club. We plumbed in a fuel source forward of the fuel selector valve where we were running fuel around the fuel selector valve rather than through it. The engine was then started and run. The engine had no issues starting and ran normal thru all phases of the engine run. We ran the engine for approximately 1 hour making several full power runs with no discrepancies noted. Magneto checks were normal showing about 75 RPM drop on each magneto. Once we completed that run, we re-plumbed the fuel system and ran fuel through the selector and made the engine draw fuel through the selector. We did this first thru one side and then thru the other side. No issues were noted. The only thing I might add is that when we plumbed through the fuel selector valve, we had the opposite tank port capped off and sealed. The engine went through many full power runs and several hot starts with no discrepancies noted.

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