

Sauer Aaron

From: Victory, Johnny (FAA) [REDACTED] v>
Sent: Tuesday, February 25, 2020 6:52 AM
To: Sauer Aaron
Subject: RE: Incident Report - N1011M / From [REDACTED]

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Aaron,

I am unable to locate any identifying marks on the valve. It is a brass valve, and its appearance would seem to indicate that it has been in the aircraft for a very long time.

As for the test, I completed all the steps except for a) 3. e) "Remove AN or weatherhead fittings and verify valve bores ..." & f) "Internal valve core is metallic ...". I did not complete these so as to not disturb the fact that they had not been removed recently, and as all the other tests were failing, would not really add anything to the situation.

The physical condition of the valve (fuel staining) indicates that there had been fuel leaking from the stem. Additionally, inside the cabin where the valve was installed has fuel staining which would indicate that it had been leaking into that area from the top of the valve & stem. The detents were solid, but the force required to move the handle tended to make you go past them and have to come back to get into the detent. Additionally, the movement is very "ratchety" and not smooth at all.

All the vacuum tests, both external & internal, failed. I was unable to pull a full 24" on a many of the items, and all leaked down below 10" within a minute. Some almost instantly, and some dropped to near zero. I ran the tests initially on 19 February, 2020 and they failed so badly that I wanted to re-run the checks using different equipment at a different facility. I re-ran them yesterday (24 February, 2020) with the same results.

Please let me know if you have any further questions.

Respectfully,


[REDACTED]

Johnny C. Victory

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From: Sauer Aaron <aaron.sauer@ntsb.gov>
Sent: Monday, February 24, 2020 2:06 PM
To: Victory, Johnny (FAA) [REDACTED]
[REDACTED]