

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN22LA059

ENGINE EXAMINATION

November 1, 2022

TABLE OF CONTENTS

A. ACCIDENT	3
B. ENGINE EXAMINATION	3
C. SUMMARY	3
D. DETAILS OF THE EXAMINATION.....	3
1.0 INITIAL DOCUMENTATION	3
2.0 ENGINE RUN	4
3.0 JPI EDM-750	4

A. ACCIDENT

Location: Cleveland, TX
Date: December 2, 2021
Time: 1415 (Local)
2015 (UTC)
Airplane: Beech A36

B. ENGINE EXAMINATION

Investigator Jason Aguilera
National Transportation Safety Board
Denver, CO

A&P Mechanic/IA Lucky Louque
Air Salvage of Dallas
Lancaster, TX

C. SUMMARY

On December 2, 2021, about 1415 central standard time, a Beech A36, N8038Z, was substantially damaged when it was involved in an accident near Cleveland, Texas. There were no injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

The pilot reported that while enroute at 6,000 ft on an instrument flight rules flight plan the airplane engine suddenly lost power. He reported that he was not in the process of changing or manipulating anything at the time of the power loss. The pilot elected to fly toward a nearby airport depicted on his GPS receiver. While gliding toward the airport, he attempted to restart the engine several times, but he could not get fuel flow back even with the fuel pump on. He attempted switching fuel tanks during this time and the airplane engine monitor showed no fuel flow despite restart attempts.

D. DETAILS OF THE EXAMINATION

1.0 Initial Documentation

The airplane's engine cowling was opened assessed for the potential for an engine run. The fuel lines were checked for security. Detents were felt when the fuel selector position was changed. The battery was charged with a electric battery charger. The on-board JPI EDM-750 would not power on. Damage to the propeller

necessitated a new propeller be installed on the airplane. No other configuration changes were made.

2.0 Engine Run

With the assistance of an A&P mechanic, the airplane was mounted on a trailer with a modified fuel can which provided fuel via the wing fuel line.



Figure 1 Airplane Setup for Engine Run

The engine was primed and started on the first attempt. Power was set at various RPM settings and the engine ran without any problems or malfunctions.

3.0 JPI EDM-750

The airplane's JPI EDM-750 device was removed from the airplane and shipped for a data download attempt.

Submitted by:

Jason Aguilera
Senior Air Safety Investigator, NTSB