

N967DT

Aircraft was defueled of 30 gallons of fuel, disassembled, and transported to OA8 Bibb County Airport.

The right wing was stripped of all fabric covering and inspected for damage(s). The left wing was inspected through the inspection holes, as is sufficient to inspect for damage(s).

The fuselage was stripped of all fabric covering materials and repaired with Cub Crafter's factory parts.

The wiring to the ignition system was inspected along with the fuel systems. No issues were found. The light speed ignition models were sent for testing by the manufacturer, and no issues were found. The complete fuel injection system was inspected by Airflow Performance Fuel Inspection Systems. No issues were found.

Engine cylinders were removed for internal visual inspection, and no issues were found.

The aircraft was re-assembled with all new hardware.

Engine

1. Replaced all 8 spark plugs
2. Primed oil system prior to initial start
3. Engine started with no issues. Oil pressure was within parameters
4. Adjusted idle rpm to 880-910

Flight Test

1. N967DT was test flow at varying altitudes from 2500 msl to 4500 msl
2. Configured for landing at idle (1080 rpm), full mixture, 2 notches flaps, 51 mph and 62 mph (1200 rpm at idle), then landed without having to increase the throttle. During roll out to stop, rpm decreased to 880-910 rpm. Stall performed with similar results
3. The idle on N967DT was reset to 550-580 rpm. The engine was warmed up and when power set to idle, the engine started to quit within 60 seconds. N967DT was test flown to 4500 msl with these conditions and engine rpms at 51 mph 980 and 62 mps 1190. Engine did quit after roll out and stopping forward momentum with the idle set to 550-580 rpm.

Findings

1. Reset idle to 880-910 statement
 2. At this time, we have no findings to determine cause of engine failure. Cause unknown at this time.
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