

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN24LA003

ENGINE RUN

April 22, 2024

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A. ACCIDENT

Location: Arlington, Texas
Date: October 2, 2023
Time: 1359 CDT
1859 UTC
Airplane: Cessna 172R

B. ENGINE RUN

IIC Jason Aguilera
National Transportation Safety Board
Aurora, CO

Party Member David Haryansi
Lycoming Engines
Williamsport, PA

FAA Gary Watson
Federal Aviation Administration
Irving, TX

C. SUMMARY

Following a reported loss of engine power, the airplane was transported to a secure facility for further examination. On April 22, 2024, a test run of the airplane's engine was performed.

D. DETAILS OF THE EXAMINATION

1.0 Prior to Engine Run

Prior to the engine run, the airplane's wings had been removed for transportation. One of the engine's mounts was fractured during the accident, so a repair was made to that engine mount. The propeller was replaced with a test club propeller.

A fuel can containing 100 low lead fuel was connected to the fuel system to simulate airframe provided fuel. The firewall fuel strainer was damaged and would leak fuel freely, so the fuel container could not be routed through the header tank. A fuel line was connected directly from the fuel can to the electric fuel pump.

2.0 Engine Run

The engine run was primed and started. The engine parameters were normal and the engine was able to provide rated horsepower. No anomalies were detected with the engine.

2.1 Post Engine Run

Following the engine run, the fuel selector was examined. The detent could be felt tactilely. The fuel selector was removed, and shop air applied. Left, right, both, and off positions were confirmed.

The header tank was removed and when examined was unremarkable. No obstructions were found.

The fuel strainer was opened, and no contamination was found in the fuel strainer screen or in the strainer bowl.

Submitted by:

Jason Aguilera
Senior Air Safety Investigator