

From: [REDACTED]
To: [REDACTED]
Subject: RE: N129WT
Date: Thursday, August 15, 2024 5:17:00 PM

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Aaron,

Good afternoon. [REDACTED]

08/15/2024

Houston ASI met with N129WT pilot/owner and additional A&P certificated mechanic at Baytown Airport for the purpose of trying to determine cause of engine power loss. The following was observed/accomplished:

- Engine cowlings removed. General visual inspection of engine conducted. No obvious defects.
- 6 quarts of oil indicated.
- Operational check of all throttle linkages satisfactory.
- Operational check of carburetor heat satisfactory.
- Four valve covers removed for inspection of valve train. Appeared satisfactory.
- Spark plugs removed for compression check with the following results:
 - Cylinder 1 – 70psi (70/80)
 - Cylinder 2 – 76psi (76/80)
 - Cylinder 3 – 66psi (66/80)
 - Cylinder 4 – 75psi (75/80)
- Timing checked. Satisfactory.
- Magnetos checked/inspected. Spark observed on all upper and lower leads.
- Fuel supply line disconnected from carburetor. Fuel observed flowing freely from connection.
- Fuel supply line reconnected to carburetor. Fuel observed spraying in carburetor.
- Oil drained. No contamination observed.
- Screen removed ([REDACTED]). Clean with no debris observed.
- Both magnetos disassembled. No obvious defects noted.
- All spark plugs bench tested. Satisfactory.

Nothing notable was observed during the inspection of the engine and components/systems. The possibility of carburetor icing was discussed. The pilot stated that when he experienced the anomaly he applied carburetor heat. He felt that exacerbated the problem so he removed carburetor heat. The pilot believed what he was experiencing was more related to a mis-fire.

Regards,

Jeffrey S. Hayes
Aviation Safety
FAA Flight Standards District Office / Airworthiness