

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN25LA058

ENGINE RUN

March 7, 2025

TABLE OF CONTENTS

A. ACCIDENT	3
B. ENGINE RUN	3
C. SUMMARY	3
D. DETAILS OF THE EXAMINATION	3
1.0 ENGINE RUN	3
2.0 IGNITION SWITCH	5

A. ACCIDENT

Location: Smithville, Texas
Date: December 10, 2024
Time: 1130 Local
1735 UTC
Airplane: Vans RV8

B. ENGINE RUN

IIC Jason Aguilera
NTSB
Aurora, CO

C. SUMMARY

The pilot reported a loss of engine power shortly after takeoff from the airport. It was the second flight of the day. The airplane was recovered to a salvage facility in Lancaster, TX. On March 7, 2025, an engine run was conducted.

D. DETAILS OF THE EXAMINATION

1.0 Engine Run

The airplane's engine and propeller were in a condition which allowed for an engine run to be conducted on the airframe. The wings had been removed so fuel was provided via a fuel canister and was connected directly to the fuel system. The airplane was moved outside and prepared for the engine run.



Figure 1 Airplane Being Setup for Engine Run

The engine was primed and started. The engine ran without hesitation and produced rated power. During the engine run, it was noted that the ignition switch did not appear to operate properly, and the engine continued to operate although the switch was moved to the "off" position. The engine run was completed. The fuel filter which was found free of debris.



Figure 2 Fuel Filter

2.0 Ignition Switch

The ignition switch was removed from the airplane and examined. Using an ohmmeter switch continuity was checked. The switch connection ground intermittently and appeared to be in a condition which would have allowed continued operation of the magnetos. Disassembly of the switch did not find any anomalies. The ignition switch did not appear to contribute to the accident.



Figure 3 Ignition Switch

Submitted by:

Jason Aguilera
Senior Air Safety Investigator