



MEMORANDUM FOR RECORD

Allison Diaz
Air Safety Investigator
Eastern Region

Date: June 21, 2012
NTSB Accident Number: ERA12LA340
Results of Engine exam and run, N4133G – Alton Clark, Tampa FSDO

Narrative:

A fix pitched propeller was installed and original propeller governor was removed and mounting hole was plugged with a blanking plate. Engine started within 1.5 to 2.0 full propeller revolutions. After engine was stabilized and oil temperatures came up to operating temperatures, it was brought up to Magneto check operating revolutions (RPM's). A magneto check was performed and it was within limits. A mixture drop off was performed noting that there was no rise at the last minute but engine cut off satisfactory. Manifold pressure was about 17 to 18 inches at idle. When engine power level was pushed forward the engine responded as expected without any hesitation. After engine was at high RPM's the power level was brought back to idle and engine slowed down in a satisfactory way without any hick-up's or noticeable attempt to quit. This check was performed several times at different operating RPM's. At high RPM's the Manifold pressure came up to about 33 inches and all other engine indications were normal. There were no noticeable indications that the engine was not performing as expected.

A visual inspection of the exhaust system revealed no anomalies.

Both left and right fuel tanks were approximately half-full. The fuel onboard the airplane at the time of the accident was used during the engine run. The fuel selector was found on the right tank during postaccident examination, and was manipulated through its settings during the engine run, with no problems.