

Stein Stephen

From: [REDACTED]
Sent: Thursday, September 13, 2012 7:55 AM
To: Stein Stephen
Subject: RE: N5168E

Good morning,

The external fuel tank that was used was plumbed into the fuel selector using the right wing tank inlet, so the engine did receive its fuel using the header tank. I did sump the header and fuel strainer prior to starting the engine runs but Max had already plumbed the external fuel tank in prior to my arriving. So the sumped fuel was mixed with the new stuff.

The pictures do not tell much but I will send them out so they are part of the entire package.

Ed

Edward Angelo
Principal Maintenance Inspector
EA-FSDO-65
Portland Me.

From: "Stein Stephen" [REDACTED]
To: AEA-PWM-FSDO-65, Portland, ME
Date: 09/12/2012 05:15 PM
Subject: RE: N5168E

Ed,

Thank you for running out there to administer the test. This was a huge help since we couldn't run up there.

A few things. I'm guessing that since Max used an excess fuel tank, he probably didn't use the headers then? Also, it sounds like since he also used new fuel, were you able to sample the old fuel?

And, yes, it would be great if you could send me a disc (my address is below):

Stephen Stein
NSTB
45065 Riverside Parkway
Ashburn, VA 20147

Thanks,

Stephen

From: [REDACTED]
Sent: Wednesday, September 12, 2012 2:32 PM
To: Stein Stephen
Subject: N5168E

Steve,

Good morning. Sorry for the delay in getting back to you, between the 121 certification and some family emergencies it has put me a little behind.

On August 15, 2012 I traveled to Greenville Me (3B1) where the N5168E had been transported to after the accident in Presque Isle Me. The aircraft was located at Max Folsoms hanger in Greenville.

Initial inspection of the engine did not show any obvious signs of any failures. The fuel bowl and fuel selector were sumped, with no signs of contamination noted.

Max Folsom had hooked up an external fuel tank (aprox. 5 gallons) and tied it directly into the fuel selector. An old unserviceable prop was installed for the engine run. The engine was started and allowed to warm up for 2-3 minutes. the Oil pressure indicated normal.

The engine was brought up to 1700 RPM and a mag check was performed. Initially when the engine was running on the right mag drop was within the 150 rpm range but with a slight roughness noted. The engine was then brought up to full rpm. With the unserviceable prop installed the max rpm that could not be obtained, reached approximately 2500 rpm.. Brought rpm back to 1700 and mag check accomplished. Mag check then appeared normal. The engine was run for a total of approximately 15 minutes at varying rpms and appeared to function normally.

After engine shut down all the spark plugs were removed and inspected, no abnormalities were noted.

The engine fuel filter bowl, mounted on the firewall was removed and the filter inspected. No abnormalities were noted within the filter assembly.

The fuel selector was visually inspected through the inspection panels in the cabin floor. The selector was activated through it full range and had I felt positive detente's in each position.

No further engine inspections or tear downs were accomplished.

I have some pictures, but due to the E mail size limitations, I have put them on a disk and will send them to you if needed. Please let me know what your address is if you want the disk mailed.

If you have any other questions, please give me a call.

Regards.

Ed

Edward Angelo
Principal Maintenance Inspector
EA-FSDO-65
Portland Me.
[REDACTED]

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