



## INSPECTOR'S STATEMENT

File: ERA14LA141

On May 14, 2014, Inspector David Moore of the Philadelphia Flight Standards District Office (EA-17) and I traveled to Anglin Aircraft Recovery Services, LLC, located at 4901 Holletts Corner Road, Clayton, Delaware 19938. The purpose of my trip to Anglin Aircraft Recovery Services, LLC (hereafter Anglin Aircraft) was to witness an aircraft engine run up on behalf of the National Transportation Safety Board. The aircraft was a Piper PA-28-161, serial number 28-7716025 and registered as N1449H. The reason for the aircraft engine run up test was as part of an accident investigation, and was requested by the NTSB. The aircraft engine lost power while in the take-off phase of flight from Atlantic City International Airport, Atlantic City, NJ, on March 4, 2014. The pilot landed the aircraft off airport; the aircraft sustained substantial damage.

Upon arrival at the Anglin Aircraft facility, I observed that N1449H was placed on the back of a flatbed trailer, and secured to the trailer with several cargo straps. The aircraft did not have a left or right wing. The damaged propeller, damaged propeller spinner and damaged cowling that were on the aircraft at the time of the accident were still attached to the aircraft.

The propeller spinner and propeller were removed, and a suitable substitute propeller installed. The cowling was removed so it would not interfere with the engine run up.

A temporary fuel supply was connected to the inlet side of the firewall mounted electric fuel boost pump. A substitute aircraft battery was installed. Inspector Moore performed the engine run up.

The engine was primed using the fuel primer, and the boost pump energized. The starter was energized and the engine started normally, before the third rotation (approximate) of the propeller.

The engine idled at 500-600 RPM. The oil pressure gauge indicated 90 psi. The fuel pressure gauge indicated 6 psi.

The engine rpm was then increased to 800, then 1500, then 1650 rpm. Each magneto was then checked, with an approximate rpm drop of 100. The engine rpm was then increased to 2350 for approximately 15 seconds, then back down to 1600 and each magneto again checked.

The throttle was retarded and the engine rpm dropped to 600. The throttle lever was advanced rapidly, and the engine rpm rose to 2300. After approximately 30 seconds, the throttle was retarded, the engine rpm decreased to 600. The mixture lever was then set to full lean, and the engine rpm dropped to 0. Total engine run up operation time was approximately 4 minutes.

The substitute propeller and substitute aircraft battery were removed. The temporary fuel supply was disconnected from the boost pump, and the fuel line from the gascolator to the boost pump inlet was reconnected.

End of statement.



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