



MEMORANDUM

Daniel P. Boggs
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

Date: August 14, 2018
NTSB Case Number: ERA18LA172

Narrative:

Per your request, I performed an engine exam on N210FD, Mooney. The engine looked to be in good condition, no anomalies were noted during the initial exam. I moved the airplane to the back of a trailer and tied it down in order to perform an engine run.

Both wing tanks were full of fuel. The boost pump was used to prime the engine. Flooded engine procedure was used to start the engine. Per the Lycoming representative, the best way to start a fuel injected Mooney is to use the flooded engine starting procedure. Mixture off, throttle full forward, the engine turned over 7-10 times before it started. Mixture was then placed in full forward position and the engine was run at idle for several minutes to warm up. The engine RPM was then increased to about 2000 RPM and ran well. The engine was then shut down and restarted several times using the same procedure. The engine ran smoothly every time.

No anomalies were noted that would have prevented the engine from making rated horsepower.

Dan Boggs
Air Safety Investigator
NTSB