

Merry Acres Reservations

From: Scott's Cell <[REDACTED]>
Sent: Thursday, January 09, 2020 11:20 AM
To: [REDACTED]
Subject: Fwd: N6186U. 1-8-2020

Sent from my iPhone

Begin forwarded message:

From: Gregory Parsons <[REDACTED]>
Date: January 9, 2020 at 11:07:54 AM EST
To: [REDACTED]
Subject: N6186U. 1-8-2020

N6186U. 1-8-2020

Approximately 10:00am Arrived at LZ, opened engine bay doors and conducted a general overview inspection of the engine and engine bay, some light residual oil on engine bay doors interior.

Visual inspection of all engine control air tubes. Put wrench on all governor related air tube B nuts and found none loose.

Removed PC filter and PC filter line from scroll to filter. Opened up filter assembly and inspected pleats with bright light, filter was clean with no debris in housing, fittings were clean and unobstructed.

Disconnected lines from N2 governor and inspected flares with a bright light, nothing abnormal observed.

Removed N2 governor, noted control arm was stiff but could be moved smoothly with one particular area where it seemed to get loose then tight. Spun drive shaft and it was also stiff but smooth, drive gear had heavy grease on the splines dark brown in color.

Inspected drive gear in gearbox, drive gear splines had similar dark brown heavy grease. Wiped drive gear aft surface and checked gearbox seal for condition which was normal with no signs of leaking.

Applied Lubriplate to gearbox N2 governor drive gear splines and also to the drive gear on the replacement N2 governor.

Installed the replacement governor, secured all air lines, double checked fittings, advise the pilot that the installation was completed and asked for a second set of eyes, which he provided. Pilot ran N2 beep full increase and full decrease. Governor beeped to low stop for start.

Engine start was normal as was subsequent ground run. Observed engine compartment for leaks and other abnormalities, all appeared normal. Closed engine doors and gave pilot thumbs up.

Pilot ran engine to full throttle and full beep. Pilot signaled that it was good.

Take off and flight test lasted approximately 20 minutes.. pilot landed and reported all good, N2 issue was corrected. Pilot shut down the aircraft and began log book entries, I opened the engine doors and checked once again for leaks and condition with nothing out of the ordinary noted. Closed engine doors and made log book entry.

Cleaned tools and departed area.

Received call approximately 3:20 pm that aircraft had a problem. Returned to LZ and was advised the aircraft had gone down.

Later that night I spoke with the pilot who indicated the engine had the same issue as before replacement of the N2 governor.

Greg [REDACTED]

Greg Parsons

Sent from my iPad

[REDACTED]
MONROE NC 28112
[REDACTED]