

From: [REDACTED]
To: [REDACTED]
Subject: Accident 553KM
Date: Monday, June 15, 2020 11:17:59 PM
Attachments: [REDACTED]

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Brian,

Here are the things I went thru today. I have a form I can put them on but it will have to wait until I get to the office this week.

1. Compression test was good all 4 cylinders
2. Removed valve covers and following valve train action thru all cylinders (good) no stuck valves or bend pushrods.
3. Check timing on engine found right mag 28 degrees and left mag 25 degrees. Data plate shows engine to be timed at 25 degrees.
4. Removed both mags place on mag test bench both mags fired well and spark strong.
5. Removed all spark plugs found that 1 and 4 top and bottom shows signs of being rich, while 2 and 3 top and bottom running lean. (Possible flow divider, see item 6)
6. Removed top of flow divider no trash and diaphragm was good condition, blew compress air thru the fuel line between flow divider and injectors lines free.
7. Pulled all fuel injectors found number 2 had blockage, inserted safety wire in the nozzle of bits of trash fell out. It's possible that the blockage cause higher fuel flow on the other 3 nozzles making it run rich.
8. In all, the valve train good, compression good, ignition good, suspect fuel issue at this time I have no way to check the Servo or flow divider or fuel pump.

The aircraft and engine is locked up in a hangar waiting for your request or service. I have pictures of all the parts and engine information will send the data once I get to the office on Thursday. Attached is a Card of the group that owns the aircraft.

Danny A. Cox
Aviation Safety Inspector/Airworthiness
Atlanta Flight Standards District Office/SO11
FOCAL POINT DAR "T"

O – [REDACTED]
F – [REDACTED]

