

August 25, 2020

On 08/19/2020, on or about 0900, I observed the engine run of N30309. I arrived to M91 to find the aircraft strapped to a flatbed trailer without wings installed. The engine and prop were hanging off the rear of the trailer. The engine is a Lycoming O-360-A2F (SN: L-17748-36A). Chris Ferraraccio (owner AMF), performed the engine run and mag checks. He filmed the run using his cell phone while I filmed the run from outside. A modified fuel was attached to where the wings deliver fuel.

On the first run, the fuel was hooked up to the left side. The engine started after the second attempt. It ran for about 1 minute and 30 seconds. On the second run, the fuel was hooked to the right side. After approximately 5 seconds, the engine started and ran for 1 minute and 15 seconds. After consulting with the NTSB IIC, the engine was run again at a higher RPM. The last run was approximately 1 minute with 20 seconds at 2250 RPM.

The magneto checks were performed at 1200 RPM. The left had a 50 RPM drop off and the right had a 25 RPM drop off. The carburetor heat check was performed at 1200 RPM, with a 75 RPM drop off. A compression check was then performed on each cylinder. Pressure was set to 80 PSI. Differential pressure was observed at between 70 and 75 PSI on all cylinders. Photographs of the compression check gauges were taken.



Michael Salas

ASI, BNA FSDO