

The following report is reference to N825ME

Aircraft Model: CC11-160

Serial Number: CC 11-00372

Engine: Titan 0X-340CC

Serial: D3V004

Date of Loss: 8/6/2021

Information contained in this report is what has been found as of 3/3/2022. Further information may be found during repairs to aircraft and will be updated as needed.

Aircraft was brought to our facility at Bessemer AL KEKY. Aircraft was inspected. During inspection it was found that:

1. Ignition back up battery was at 7.4 volts. At this time no voltage bleed problems can be found.
2. Fuel valve was leaking severely
3. Review of data on Garmin G3X revealed no cause of failure and a copy will be attached

Aircraft was re-assembled and run test was performed with oversight by local FIZD Officials.

Attached video shows engine runs on second attempt with no issues.

The following tests were performed:

1. Engine run in normal configuration
2. Left and right ignition test was satisfactory
3. Right ignition back up switch was activated
 - a. LED indicator light along with warning on main panel activated as designed
 - b. Right ignition was turned off and engine lost power til switch was turned to both as system was designed
4. Breakers from main power were pulled and back up battery for right ignition switch was turned on and engine lost power due to low voltage on back up battery

Conclusion:

The G3X data does not show a direct cause except as described by the picture. The ignition back up battery and leaking fuel valve are the only two pieces to this puzzle at this time.

Recommendations:

1. Replace fuel valve and continue investigation of fuel system
2. Replace ignition back up battery and any related wiring and components

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Member

C&D Aviation, LLC