

Mechanic findings on inspection of Helicopter N777TC dated 12/04/22. TT 0136.3 hrs

On 12/03/22 N777TC was inspected in accordance with a list provided to me via email by Timothy Monville Sr. Air Safety Investigator of the NTSB. The aircraft engine is A Lycoming VIO-435-A1F serial number 70399. The following is a list of items inspected, and the results found.

1. All flight controls appeared to be connected and functioning.
2. Engine model and serial number verified by log book.
3. Airframe fuel tanks were empty due to transporting aircraft to hanger at Livingston. During which time the fuel drain was depressed.
4. All fuel hoses were installed correctly and tight.
5. Some fuel was present in each hose and at fuel strainer.
6. After adding four gallons of Avgas to main tank, all fuel nozzles were tested for volume of gas flowing for thirty seconds. All nozzles produced the same amount of fuel with the exception of number three, which flowed two thirds of the others. The throttle and mixture controls functioned correctly.
7. Some debris was found in the strainer. It was not magnetic, black in color, and particle size was sand-like. The amount found was not excessive for a fuel strainer of this design.
8. Fuel serve inlet screen was clean.
9. The position of the fuel shut off valve was open.
10. The air induction system was clean and without obstruction.
11. The exhaust system was installed correctly and without obstruction.
12. Engine controls were installed and functioning correctly.
13. Valve covers were removed and the valve train was working properly. Rocker arm clearances were within limits.
14. Pistons and valves were viewed with borescope and appeared to be without defects.
15. Both magnetos and harnesses were tight and installed properly.
16. Both magnetos were timed properly. After removal, both magnetos produced spark on all leads when rotated.
17. All spark plugs were removed and appeared without defect. The owner took a picture to be sent to the investigator.
18. All spark plugs were tested on approved tester owned by this mechanic. They were all functioning correctly.
19. Dynon will be removed by the owner and provided to the investigator for examination.
20. Also the electrical auxiliary fuel pump was found to be operational with no discrepancies noted.

The fuel servo was removed and will also be provided to the investigator.

Russell Melton AP IA