



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

Summary of Findings - FAA Engine Exam

Who: Timothy Shaver, FAA Aviation Safety Inspector, Albany FSDO

Date of Exam: December 21, 2021

Re: ERA22LA067, Glens Falls, New York

FAA Inspector Tim Shaver provided federal oversight for the engine and fuel system examination of N2305T on December 21, 2021. Inspector Shaver met with mechanic, Chuck McPhee, who was hired by the NTSB to perform the examination, at Glens Falls, New York (GFL), where the airplane was being stored. Inspector Shaver provided the following observations:

- Observed low fuel flow to fuel nozzles with the electric pump which may be normal. *
- L/H fuel tank outboard tank vent plugged; inboard tank vent clear.
- Both fuel caps vent O.K.
- Magnetos O.K.
- Fuel flow divider and engine driven fuel pump found with internal [light] corrosion.
- Fuel line from L/H tank to gascolator clear
- R/H fuel tank inboard tank vent plugged; outboard vent clear.
- Engine compressions 60, 73, 70 and 70.
- Valve timing O.K.
- Flame cones in mufflers O.K.
- Fuel flow transmitter O.K.

“Chuck and I didn’t really find anything to point the finger at that would cause the engine to quit.”

*In a follow up email discussion, Inspector Shaver explained the fuel flow to the fuel nozzles was tested at idle, so the fuel flow was lower as a result. He said the normal fuel flow at idle is about 5 gph.