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Aviation Safety / Eastern Region

Date: 02/13/2024

Subject: ERA23LA337 – Fuel Servo Testing

Contact: Phone Interview - Rene Loew – AvStar Technician

This investigator asked the technician that performed testing on the accident fuel servo to go over the results of the testing. The technician reported the following:

Regarding fuel flows, the first test point was rich from service limits; however, this test point is only for the priming fuel flow which would not be seen during engine operation. Test point 3 was slightly lean of service limits; the reading was 1 lbs. per hour (about .16 gallons per hour) low of the minimum fuel flow. According to the technician, this slightly lean mixture at test point 3 wouldn't prohibit the engine from operating normally.

When discussing other anomalies found during the examination the technician reported that the throttle plate was set to fully closed when brought to the idle position. The technician reported that this would choke the engine of air and was consistent with an idle setting set during maintenance to compensate for an induction leak. The idle mixture setting was found to be above the maximum fuel flow; however, this setting is able to be adjusted by maintenance personnel when the servo is installed on the engine. The technician centered the mixture adjustment, and the idle mixture was then within specifications. The technician reported finding that the air side of the fuel servo displayed contamination from the oil/grease mixture found in the throttle body. The technician stated that contamination of the air side of the fuel servo usually results in enrichening the mixture. The mixture control was found to be difficult to operate and that one of the gaskets was torn; however, the mixture control operated normally during the test.

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