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Date: 11/25/2025

Subject: ERA24FA078 - Fuel Pump and Turbo Examination

Contact: Les Doud - HET Air Safety Investigator

The following is an excerpt from notes provided by Les Doud (Hartzell Engine Technologies) to Lynn Spencer (NTSB):

The fuel pump operated normally at all conditions except at the 650 RPM condition that resulted in a low flow rate of 2 PPH vs. 9 PPH specification. However, the flow rate at 1100 RPM was 90 PPH, sufficient to support engine operation at idle power. There was nothing found that would preclude normal operation.

A search of the Hartzell Engine Technologies Service Difficulties database since 2019 for the 200F-5002 pump on the Piper Matrix found one entry for a leaking pump body.

A search of the FAA Service Difficulty Reporting system using the Lycoming/OEM pump part number 62E23186 found one entry for a leaking fuel pump body on a PA-31. Navajo. A search query for the PA46R350T aircraft resulted in 19 entries, none involving the engine driven fuel pump.

Both turbochargers exhibited damage consistent with high impact forces. There was nothing found during examination of either turbocharger that would preclude normal operation. Compressor and turbine blade impact marks on their respective housings appeared to be static or very slow rotation rub indicating the turbos were not turning at high speed consistent with a running engine.

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