



Joshua Young
Air Safety Investigator
AS-ERA

Date: 5/6/2025

Subject: ERA25LA211, Engine Run Air Flow Limits

Contact: Russel Gait, Supervisor, Air Safety, Lycoming Engines

Mr. Gait was contacted via electronic mail on May 5, 2025, by the IIC with the following question in regard to the air flow limit during the engine test run.

"Did you ever get an answer from the engineers on the decreased airflow and the effect it may have on the engine?"

He responded on May 6, 2025, with the following:

"I did talk to one of our engineers about it, he stated that it meant the engine was a little low on power, usually related to the servo's ability to meter fuel. Typically, as the servos age, the diaphragms become less pliable and the springs wear, so the servo doesn't always meter fuel perfectly like a brand-new servo would.

The airflow number was not low enough that we would expect the pilot to be able to discern a difference during normal operation of the aircraft."