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Subject: N184VA Engine Fire
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Statement:

During the annual on N184VA, we took engine compressions, all passed. Spark plugs were removed, cleaned, and inspected. Oil filter was removed, inspected, and replaced. Oil suction screen was removed, inspected, and re-installed, along with the sump plug. No contaminants found. Serviced engine with oil. The injector screen was removed, inspected, and cleaned. While complying with EIS-61000 instructions for continued air worthiness, a broken tooth was found in the MTH and the lower spark plug wire for #6 cylinder was found chafed. The MTH was removed and sent back to the manufacturer and the #6 spark plug wire was replaced. When the MTH was returned from the manufacturer, it was re-installed along w/the spark plug wire in accordance with EIS installation instructions. The upper fuel pump fitting was leaking so the fitting was removed and resealed. The engine breather hose was replaced because it was torn at the upper connection. Customer asked to have the injectors cleaned due to intermittent rough idle. The injector lines were removed at the injector, and the injectors were removed and cleaned. The injectors were re-installed in accordance with Gami installation instructions. Injector lines were also inspected per AD 2015-19-07 during the cleaning process. Removed and checked operation of sniffle valves. No defects noted. Replaced the fuel manifold drain hose. The heat blanket aft of the turbo was resecured to the firewall. The exhaust "Y" pipe gasket and clamp were replaced due to leakage. Clamp was torqued in accordance with Torque value on clamp, then retorqued after run-up and safety wired. Complied with AD-2023-09-09 (i) 2 alternate to removal from service, inspected tailpipe clamp in accordance with (k) 1-7. No defects noted. Washed engine and ran engine boost pump, and inspected fuel system for leaks. None noted. Ran engine, checked static RPM, idle RPM, mag drop, oil and fuel pressures, and cycled propellor. No defects noted on run-up. Looked engine over again for fuel and oil leaks. No leaks noted. Cowled aircraft and washed aircraft. Aircraft was flown on the same day with no defects noted.

Kevin P. Wenrich