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Date: May 20, 2025

Subject: ERA25LA142 Engine Test Run

Contact: J Ferrell, Continental Aerospace Technologies

Mr. Ferrell provided a copy of his observations during the engine examination and test run of N27GP. The following was in an email with his observations:

“The propeller has one blade bent aft about 20 degrees aft starting at mid span of the blade. Access to the engine was performed, a visual inspection of the entire engine compartment forward of the firewall was conducted, finding no obvious anomalies, a physical test for connection of the engine fuel line connections revealed no abnormalities. A temporary supplemental fuel source was plumbed into the RH aircraft fuel system at the wing attaching point (the LH fuel line near the wing attach point was damaged during the emergency landing, and subsequent wing removal). The engine fuel injection system was pressurized with the aircraft’s fuel boost pump, after a visual inspection, no leakage was observed. At this point an engine start was attempted, the aircraft’s battery had sufficient power, when re-connected to achieve an engine start after approximately 3-4 blades of rotation, the engine operated satisfactorily to an indicated RPM of 1800 on the instrument panel tachometer, at which point the engine was shaking and vibrating excessively due to the damaged propeller. A test of the boost pump function was performed, with a magneto check also being found to be satisfactory”