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RE : N7880Y

On Monday 4-14-2014

Had customer come in with a PA30 reporting that the engines quit on landing and propellers feathered.

I went and ran both engines with no problems. Idle to full power all normal.

Customer came out and ran the engines and said the RPM went high and propeller feathered.

When I went to the plane the R/H propeller was pulled back to feather. I started the engine and it ran normal once again with no problems. Also noticed the R/H fuel selector was placed between detents.

When I talked with Mr Degennaro, the customer, he seemed confused about what lever controlled MAP and or the RPM. Sounded to be like he had the throttles full forward and controlling RPM with the propeller control on the ground. He had told me that he had previously owned a Beechcraft Baron. On that plane the throttles and propeller are opposite of this airplane. The throttle is in the middle and the props are on the left, so not sure if that was adding to the confusion.

During all my conversions with him and his wife there seemed to be a lot of confusion about what was happening. I mention this because I am a flight instructor ATP multi engine rated with thousands of hours, and I could not make sense of what he was telling me. He asked me to look at it once more because I told him the R/H engine had a 300 RPM magneto drop. We removed the magnetos and sent to Arizona Air-craftsman for repair. Magnetos were repaired. We checked compression, magneto harness, spark plugs were tested and found to be good. Ran both engines from idle to full power and operational checks were normal. The L/H mixture cable was found to be stiff, pressure lubed cable, operation was normal, replaced R/H mixture rod end because it was broken. I ran the engines at least 5 times to full power, cycled the propellers multiple times back to an idle. Every time, both engines operation was normal, oil pressure was good, engines seemed to make good power, magneto drops were within limits.

If you have any questions, please call or e-mail me

Thank you,

Mark Naumer