

William Mitchell

After two weeks flying in Yerington, NV, I returned to Ely on 10 October, 2016. As I was scheduled to be the day pilot in Ely, starting on Tuesday, 11 October, and not having flown 779MF for two weeks, I started a pre-flight inspection at approximately 07:30 on the 11th. When I checked the engine oil, the right engine was at four quarts down while the left engine had no indication of oil on the stick. (Normal oil level is between 2 and 3 qts down.) I added two qts of oil to the right engine and three qts to the left engine, then pulled the airplane out of the hangar to warm up the engines so that I could accurately check the oil again.

After running both engines, I noticed that the left landing gear strut and tire were coated with oil and that there was a small oil puddle on the hangar floor in the area where the left main tire had been. When I checked the oil again, the right engine was good at two qts down, while the left was five qts down.

Due to the fresh evidence of leaking oil from the left engine, I notified AMF maintenance and my Chief Pilot.

Note: the fuel control unit was replaced because the oil was leaking through it and out an overflow pipe. When the engine was running, the oil "streamed" out this pipe and the prop wash blew it back onto the strut and tire.

Phillip Seiner

On October 10th, 2016 I got a report from the pilot on duty in Ely, Nevada, stating that the left hand engine was leaking oil out of the cowlings. I travelled out to the base to inspect the engine and determined that the oil was coming from the engine driven fuel pump garloc seal. I replaced the garloc seal with a new seal part number 3022375. After installing the fuel control unit I performed a ground operational /leak check. The engine would not go above idle. I then checked all the bleed lines and connections I replaced the fuel control unit with an overhauled unit part number 2524440-7-6, serial number A85231. After installing this unit I rigged per the Piper M.M. 8-45. Performed a ground operational /leak check and everything checked good.

During an Event One Inspection of 779MF the pilot informed me that the left hand engine was lagging behind the right during roll out. I installed a overhauled bleed valve part number 3100829-03, serial number 21518. After performing ground runs/performance checks both engines were working and spooling up at the same time.

Curtis Fisher

On November 4th, 2016 sometime around 5:00 P.M., I was informed that 779MF was coming into Reno for the O2 bottle that was due for hydrostatic testing. David Dragoli also informed me that the pilot reported that the left hand engine was not making full power and asked me to change the bleed valve with a serviceable bleed valve from another aircraft that was in for inspection, and the engines were not cowled. When 779MF arrived I went ahead and changed the bleed valve and reinstalled the cowling. The other technicians were still installing the O2 bottle, so I checked with David and informed him that I was leaving for home. David said that it would be okay and that he would run the engine after the O2 bottle was done and check that engine was making full power.