

Discrepancy Action Report - W/O: 3843-10-2016 - NTSB - WESTERN PACIFIC (N201EU)
Current A/C TT: , Tach: 653.4
S/N: 24-0164

Item #1 - Customer Requested

Aircraft accident investigation.

Secured the aircraft to a suitable engine run point. Installed a test club propeller. Installed an external fuel tank. Ran a differential compression check on all four cylinders. Results as follows: no.1) 73/80, no. 2) 72/80, no. 3) 70/80, no. 4) 70/80. Inspected the top and bottom spark plugs. No abnormalities noted. Checked the magneto timing at 23 degrees BTDC left and right. Checked the fuel selector valve for freedom of movement to all positions and proper detents at each position. Checked the left side fuel lines from the tank outlet to the engine fuel flow servo with air and full flow noted. No airframe fuel pump operation anomalies notes. Flow checked the fuel lines with fuel from the tank outlet to the fuel flow servo using the airframe boost pump. Full fuel flow was determined. Connected the fuel line to the fuel servo. Started the engine using the normal start procedure and the engine was test run to a full static RPM of 2200 RPMs. All engine parameters were found to be normal. A magneto check at 1900 RPM showed a normal "mag" drop of 25 - 75 RPM. Engine shut-down was normal. Post run inspection was accomplished with no discrepancies noted.

NTSB ACCIDENT INVESTIGATION NUMBER WPR17LA011

[Signature]

Michael Schoenau

11/3/2016

Date