

Cawthra Joshua

From: Cosenza, John (FAA) [REDACTED]
Sent: Tuesday, August 13, 2019 5:47 AM
To: Cawthra Joshua
Subject: N77YD

Joshua,

Sorry this took so long but I am prepping to leave the office for the Helena FSDO and things are busy. I went down last week and pulling the wire did nothing! As a matter of fact, that engine kicked right over as if it was still warm from the last engine run – Odd to say the least. I looked around for other potential problems but there was no way to tell what was prior or post-accident damage. I told Josh not to mess with the aircraft until he hears from you and receives a formal release. There isn't any insurance claims, so it's a pile of stuff in his yard. Let me know if I can do anything else.

Regards,

John

John M. Cosenza
Aviation Safety Inspector (AVI)
[REDACTED]
Salt Lake City UT [REDACTED]
[REDACTED]
[REDACTED]

Cawthra Joshua

From: Cosenza, John (FAA) [REDACTED]
Sent: Tuesday, August 13, 2019 10:23 AM
To: Cawthra Joshua
Subject: N77DY

Josh,

Below is a recount of what I did with the engine regarding N77DY:

Run #1:

Opened the fuel bowls to check for fuel – good, no sediment or FOD
Check Fuel float movement / freedom – good, no drag and they were not filled with gas (plastic type)
Fuel screen in bowl was clean
Verified there was oil in the oil reservoir and the oil lines from the pump to each carburetor was full
The owner pulled the plugs the day prior and noted there was no fouling or and build-up of carbon that would cause failure
Owner primed the engine (full choke) and the engine started within a few rotations of the propr.
Engine ran with a set rhythm and did not stagnate or decay when power was added - while not a smoot running engine it appeared to run without laboring.
Shut down engine for 5 minutes – restarted without any issues.

Run#2:

Primed with full choke
Started with black wire leading from ignition switch to connector at engine inserted into back of connector – started right up with same running rhythm as run #1
Pulled black wire - engine remained running without any change to cycles, rhythm, or labor to remain running
Shut engine down – waited 5 minutes
Started engine again with black wire NOT inserted into connector – started and remained running
Shutdown engine

Josh – I thought I had a picture of the connector, but my camera is not so good - not sure I botched the picture or the camera is so slow that I moved away before the shutter cycled. However, the wire in question runs from the starter switch, through the Hobbs, then on to the engine connector. Leet me know if you ned anything else – I have a day left and can run down there if needed.

John

John M. Cosenza
Aviation Safety Inspector (AVI)
[REDACTED]
[REDACTED]
[REDACTED]