

From: [Thom Webster](#)
To: [Smith Maja](#)
Subject: RE: N725GT- WPR20LA119 inlet duct tube
Date: Monday, June 22, 2020 7:41:01 AM

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Hello Maja,

The A785-31 hose was installed on the fuel control unit and clocked to resemble the supplied photo as closely as possible. It was then secured to the airbox.

The cowling was reinstalled.

All parties present agreed on a safety protocol and a pre-flight inspection of the aircraft was performed.

The engine was started and allowed to warm up to operating temperatures.

The RPM was raised to 100% and collective raised to increase the MAP to 20". The engine ran smoothly with no anomalies for 74 seconds, then the MAP fluctuated slightly (1/2 -1 inhg) and within one more second it increased as the engine stalled. A cough sound (after fire) was heard from the exhaust tail pipe.

Outside observers reported a small flame within the tail pipe along with the cough sound after the engine stalled.

The cowling was removed and the hose was unclamped from the airbox. The hose was pulled away from the airbox just enough to see inside of the hose, reducing the bend in the hose from 90° to approximately 75°.

The inner layer was bubbled resembling the condition shown in the supplied photograph. The bubbled inner liner reduced the inside diameter of the duct significantly.

The hose was removed from the fuel control unit and examined in its natural state (straight tube shape). The bubbles were smaller but still very present.

Can you set up An Ascellion Secure File Sharing link so that I can share the photos and videos with the group?

Thom

From: Smith Maja [REDACTED]
Sent: Sunday, June 21, 2020 10:27 AM
To: Thom Webster [REDACTED]
Subject: N725GT- WPR20LA119 inlet duct tube

Thom,

Attached is the ups label to ship the tube to our lab.