



Joshua Cawthra
Deputy Regional Chief
Office of Aviation Safety - Western Pacific Region

Date: August 14, 2025, and September 18, 2025.

Subject: WPR24LA023

Contact: William Sherlock (Mechanic)

On August 14th, during a telephone conversation with Mr. Sherlock, he reported that the airplane had a leaning system that a friend of his designed 1986, that's standard on multiple aircraft in the United Kingdom. He stated that the pilot may lean the engine a turn or two of the mixture knob to obtain 100-200 rpm, but he advocates to use it over 4,000 ft. He added that 2 turns out, the EGT's will rise but will remain within limits. If the pilot leans it beyond 2 turns, the engine will develop roughness, but not a loss of engine power.

During a subsequent telephone conversation with Mr. Sherlock on September 18, he reported that if a vent line would become disconnected, the negative flow into the line connected to the control valve to the tops of the carburetors, it would be a negative pressure effect the system but not much, as the float vents would go to ambient pressure, resulting in a few degrees change in EGT's. He stated that he will conduct a ground run test on his own airplane with the same system and report back with the findings.