



Federal Aviation Administration

Memorandum

Date: November 9, 2017

To: Joshua Lindberg, National Transportation Safety Board

From: Jeffrey Hamilton, Flight Standards District Office, San Antonio, SW-17

Subject: Trip Report, Sea Fury Component Testing Observation

BACKGROUND: On November 9, 2017, I observed on-site component testing accomplished by Part 145 Repair Station, Aero Accessories (UB2R) located at 300 Fredericksburg Road, San Antonio, TX 78201. FAA Aviation Safety Inspector Randall J. Kaser was also present for the complete testing of the first three components listed below.

The packaging for the first three components listed below was damaged and opened while in shipment to the repair station, although there were no visible signs of damage to any of the tested components. Also included in this container was a magneto provided to supply spark for testing the distributors, but one electrical connector was broken and therefore not utilized during testing. The carburetor packing container was intact and had no visible damage to the exterior.

The components tested were:

Bendix Distributor, PN: 10-89320-1, SN: 95834

Bendix Distributor, PN: 10-89320-1, SN: 97105

Chandler Evans Fuel Pump AN4102-1, PN: CE9750, SN: 983RB720W

Stromberg Injection Carburetor PR-58U1, 390780-17, SN: 778356

FINDINGS: The two Bendix Distributors were tested on an American Avitron, Inc. Ignition Magneto Test Stand, PN: D-13980, which appeared to be in compliance with all calibration requirements. The magneto used for testing was provided by Aero Accessories. Following a brief adjustment procedure to ensure the wires and spark gaps were in proper adjustment, both distributors appeared to successfully pass testing requirements.

The Chandler Evans Fuel Pump was tested on a test bench locally manufactured by Aero Accessories and appeared to be in compliance with all calibration requirements. The fuel pump appeared to successfully pass testing requirements.

The Stromberg Injection Carburetor was tested on a Stromberg Aircraft Carburetor Flow Bench, PN: A-30083-0, which appeared to be in compliance with all calibration requirements. The initial flow test failed and bypassed significant amounts of fuel from the vapor vent port. Following permission from the NTSB, Aero Accessories removed the cover and inspection revealed the right float switch pin was dislodged from its cylinder. This condition could have occurred as a result of the accident or during shipment. The right float pin was re-installed into its cylinder and subsequent re-testing of the injection carburetor was out of tolerance, including flow tests, automatic mixture control, bleed checks and air circuit tests.

SUMMARY: After a complete review of observation testing of these four components, according to Aero Accessories, several of the carburetor readings were out of tolerance. However, none of the indications or test points were deemed conclusively causal to an inflight engine shut down.