

Lindberg Joshua

From: Chad Ezell [REDACTED]
Sent: Thursday, June 21, 2018 6:44 PM
To: Lindberg Joshua
Cc: Steve Sheridan
Subject: Re: Fury Crash CEN17LA285

Follow Up Flag: Follow up
Flag Status: Flagged

Howdy Josh,

After testing at Aero a few months ago, we were unable to find a smoking gun. we discovered deforming with first version diaphragms, but were unable to find issues from that.

We had issues with a carburetor on a Bearcat we are doing, and were unable to pinpoint its issues either. We believe it was in the air side of the body, but could not determine where. Others have had similar issues.

I have't had time to study on any other ways of testing.

Chad Ezell
Office [REDACTED]
Ezell Aviation
[REDACTED]
www.ezellaviation.com
[REDACTED]

On Jun 21, 2018, at 1:52 PM, Lindberg Joshua [REDACTED] wrote:

Hi Chad,

I hope you've been well. Do you have any updates on the additional carburetor testing?

Thanks,

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board
[REDACTED]

From: Chad Ezell <[REDACTED]>
Sent: Friday, March 23, 2018 12:08 PM
To: Lindberg Joshua [REDACTED]

Cc: Steve Sheridan [REDACTED] >

Subject: Re: Fury Crash CEN17LA285

Appreciate the effort Josh,

I will keep you posted... I will contact the insurance companies and see what we can get going with them. I would think they would want to know, if there are issues with other insured aircraft.

Best Regards,

Chad Ezell

Office [REDACTED]

Ezell Aviation

[REDACTED]

www.ezellaviation.com

[REDACTED]

On Mar 23, 2018, at 10:52 AM, Lindberg Joshua [REDACTED] > wrote:

Chad,

After speaking with management, I do not have the backing to continue with the testing. There was considerable impact damage and the carb "passed" the flow check at Aero Accessories so for us to continue might or might not yield results. Since the wreckage has been released, I suggest that you work with the insurance to continue the testing at Aero Accessories. As I said I am interested in your test ideas, so please keep us informed about the results.

Thank you,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

From: Chad Ezell [REDACTED]

Sent: Thursday, March 22, 2018 5:40 PM

To: Lindberg Joshua [REDACTED]

Subject: Re: Fury Crash

Josh,

I have spoken to Aero Accessories earlier today, and they would be willing based on issues at a hand. We would like to flow on their bench again, and then have them do a tear down and do an inspection of all the diaphragms. Then soak the diaphragms in 100LL, to see if there is any distortion, swelling..etc etc... If deformation is determined, we then attempt to replicate this on the bench with 100LL instead of the Naphtha that is

standard fluid on the flow bench, if the deformation is due to 100LL. We suspect it may only be a batch issue off one of the PMA diaphragms. We hope... We are capable of running an engine on a test stand, if need be, to simulate it in same conditions also.

On the previous inspection there were issues with the FAA FISDO reps., due to their schedule, not with Aero Accessories.

I understand and agree, that the representatives from the insurance companies, and the FAA need to be there in order to do this inspection properly and to be valid. I would recommend Steve Sheridan with the FAA who was here for the Engine tear down inspection. He has the same interest as you, and I and is familiar with the pressure carb and the vintage aircraft maintenance. Not to tell you your business, but this is based on or experience so far. Of course if you could make it that would be great, but i would expect a full day or two of evaluations should be planned.

Best Regards,

Chad Ezell

Office [REDACTED]

Ezell Aviation

[REDACTED]

www.ezellaviation.com

[REDACTED]

On Mar 22, 2018, at 5:01 PM, Lindberg Joshua

[REDACTED] > wrote:

Chad,

Since I am far from being considered a pressure carburetor expert, I've requested assistance from our newly appointed piston engine specialist. I'm waiting to hear back from him.

In the meantime, please help me understand the exact testing you're interested in and where this could be accomplished. Aero Accessories was obviously not willing/able to complete the tests you and Jeff were expecting. I am interested in testing the carb in any way necessary to understand any latent failures.

Thank you,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

From: Chad Ezell [REDACTED]

Sent: Thursday, March 22, 2018 4:32 PM

To: Lindberg Joshua <[REDACTED]>

Subject: Re: Fury Crash

Hello Josh,

Hope all is well on your end.

I wanted to send you an email, letting you know that we feel there are similarities with other issues warranting more investigation with the carburetor, involving the PMA reproduction diaphragms. These diaphragms are common to many types of pressure carburetors on vintage aircraft. Our concerns are for pilot safety and aircraft preservation. The carburetor is in dry storage at Air Salvage of Dallas, and no testing has been done since the NTSB has been involved. We would like to see more testing done, and further tear down and inspection of the diaphragms, and the diaphragm integrity during simulated pressure operations.

Best Regards,

Chad Ezell

Office [REDACTED]

Ezell Aviation

[REDACTED]

www.ezellaviation.com

[REDACTED]

On Dec 7, 2017, at 3:15 PM, Chad Ezell

[REDACTED] wrote:

Notes on Ezell Aviation Sea Fury Accident.

Begin forwarded message:

From: Lindberg Joshua

[REDACTED]

Subject: RE: Fury Crash

Date: November 30, 2017 at 1:36:25 PM CST

To: 'Chad Ezell'

[REDACTED]

[REDACTED]

[REDACTED]