

Aguilera Jason

From: Borah, William (FAA) <[REDACTED]>
Sent: Wednesday, June 19, 2019 6:57 AM
To: Aguilera Jason
Subject: FW: N886MJ live ATC recording

Hi Jason,

Some more information on that aircraft.

Thanks,
Bill

From: Craig Williams <[REDACTED]>
Sent: Monday, June 17, 2019 8:47 AM
To: Borah, William (FAA) <[REDACTED]>
Subject: Re: N886MJ live ATC recording

Good morning Bill

The general conclusion in the Corvair community is that I experienced vapor lock in the TBI. It is not uncommon and I was unaware that this could even be an issue. I have included the section of the TBI manual that talks about heat in the engine compartment. It is not specifically noted that the TBI needs blast cooling but that is how others have fixed the issue. So at this point I am reasonably sure I know what happened here. The vapor lock issue started and at the same time maybe because the engine was heating up from the extra lean mixture the rear seal started to let go and spray oil on the exhaust pipe. If I had know the Ellison was the issue I could have used the primer to enrich the mixture enough to get back to C77 and land. But as always hindsight is 20/20.

2-8 Protection from Engine Heat

Air temperatures in the engine compartment downstream of the cylinders are usually about the same as the engine's oil temperature. Fuel system components such as filters, gascolators, boost pumps etc, when located in this high temperature environment can easily heat the fuel to its boiling temperature. While float carburetors separate vapor and discharge it through the float bowl vent, the TBI, like other diaphragm controlled fuel metering devices, pass this vapor on to the engine, resulting in roughness, power loss or power instability.

[Vapor problems](#) can be avoided by:

1. Locating filters, gascolators and boost pumps outside of the engine compartment,
2. Insulating engine compartment fuel line with fire sleeve
3. Blast cooling the engine driven fuel pump. If it is not possible to mount these components remotely, then they should be enclosed together in a box or shroud and blast cooled.

Thanks,
Craig

On Friday, June 7, 2019, 1:39:44 PM CDT, Borah, William (FAA) <[REDACTED]> wrote:

Hi Craig,

I still have not heard back. If you want to remove the engine and set it aside, that should be ok.

Thanks,

Bill

From: Borah, William (FAA)
Sent: Wednesday, June 05, 2019 7:26 AM
To: Craig Williams <[REDACTED]>
Subject: RE: N886MJ live ATC recording

Hi Craig,

I am still waiting on hearing back. If you can hold of another day or two, I would appreciate it. Sounds like he is onsite for a multiple fatality accident, so he is tied up right now.

Thanks,

Bill

Bill Borah

PMI

Greater Chicago FSDO

[REDACTED]

From: Craig Williams <[REDACTED]>
Sent: Tuesday, June 04, 2019 9:36 PM
To: Borah, William (FAA) <[REDACTED]>
Subject: N886MJ live ATC recording

Have we confirmed that I can remove the engine?

BTW

KRFD archived the recorded event on Live ATC. Recording block was 26 May from 2130-2200 and the event starts at 25:30.

Thanks

Craig