



5746 East Apache | Tulsa, OK 74115

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FAA Repair Station # QYIR334Y
EASA 145.5982/69964

sales@qaa.com
Hours: 7:00 am – 5:30 pm, CST

Tear Down Report

Customer: NTSB

Date: 2-19-2021

Attention: _____

Special Instructions from Customer: NONE

Test Results (if preformed) prior to tear down: UNIT WAS NOT TESTED PRIOR TO TEAR DOWN

Obvious problems noted during tear down: All safety wire intact with lead seal imprinted with "MSA". Stop on mixture lever bent with unusual wear mark on mixture stop on throttle body. Most likely from incident. Economizer setting should be set at "Flush + 2 1/2 turns" using M-94 gauge. The setting on this unit was Flush + 3 1/2 turns using M-94 gauge. Economizer jet was properly engaging safety ratchet assembly and nylon filament was in place in economizer jet. On inspection of the main nozzle it appears that the main nozzle was tampered with. Inside the nozzle portion, you could see spiral tooling marks. The power jet portion also exhibited sign that it was mechanically altered. There is no inspection criteria in the MSA overhaul manual in regards to the nozzle. However, I did

Reassembly procedure: (continued from above) compare it to another nozzle assembly of the same part number (47-749). the measurements of the control nozzle were 0.248" I.D. at the nozzle tip and 0.111" at the power jet I.D. The measurements of the nozzle in question are 0.252" I.D. at the nozzle tip and 0.113" I.D. at the power jet. Inspection of needle, seat, float, clip and pin indicate no problem that would result in a sudden fuel stoppage or blockage. All other components of this unit appear to be within manufacture specs.

Reassembly not yet accomplished. Waiting further instructions from customer.

Test results following repair or overhaul: Testing not accomplished.

P/N: 10-4893-1

S/N: MS00BQ01

Customer P.O. N7620A

S.O. 080657

Work Order #: 073556

Inspector: JOSEPH R ELLIS