

Mike's Aircraft Fuel Metering Service



February 25, 2022

Mike Folkerts

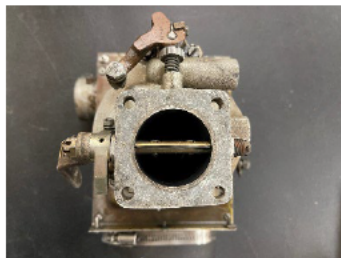
National Transportation Safety Board, Central Region



Mr. Folkerts,

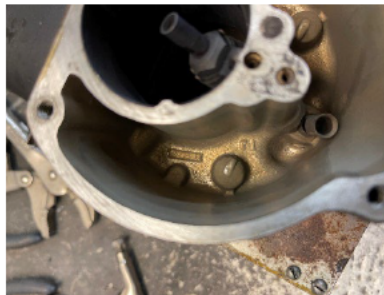
I have had a chance to tear down and visually inspect the condition of the Marvel Schebler carburetor that you sent to us from Accident Number CEN22LA027 (Model MA-3A, P/N 10-3103-1, S/N Y-41-3907). It was reported to us that this was involved in a loss of engine power in the traffic pattern. This was a teardown inspection only. I did not clean or do any additional inspection other than the visual teardown inspection. I will detail the various components below.

The exterior shows signs of age. It appears to be an older carburetor. All parts appeared to be assembled correctly and no signs of a leak. The Inlet Adapter was missing.



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During disassembly, we found that the unit had a very old style of brass float. It does not use any type of clip or hanger to hold the needle. Also, one of the pontoons had detached from the float assembly arm. The rest of the carburetor appeared to be assembled correctly. The inside of the bowl was clean and did not show any signs of contamination. The throttle shaft, needle/seat assembly, mixture control shaft, nozzle, and idle tube, appeared to be in good condition and only have normal wear. The 4 screws that attach the throttle body and bowl were tight and no movement was observed between the halves. All lock washer appeared locked and undisturbed. The finger screen on the inlet adapter was missing.



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In conclusion, I cannot rule out the pontoon that became detached from the float is a possible contributing factor to the issues that caused the loss of power. The pontoon most likely came detached due to the age of the float. The remainder of the carburetor appeared to be in working condition at the time of the inspection.

Sincerely,

Kevin L. Felts

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