



U.S. Department
of Transportation

**Federal Aviation
Administration**

August 17, 2015

North Florida FSDO-15
Citadel Int'l, Suite 500
5950 Hazeltine National Drive
Orlando, FL 32822-5023
(407)812-7700, Fax: (407)812-7710

FAA Inspector Statement

Leah Yeager, NTSB

Dear Ms. Yeager:

On August 13, 2015, I and Inspector Ryan Bellamy traveled to the Kissimmee airport to the airport authority equipment hanger, the storage site of N8370X a 1961 172C S/N 17248870 and observed the engine a Continental O-300D S/N 24822-D-1-D (519.4 SMOH) continuity checks as per your request. The engine was found to rotate normally producing compression on all cylinders, with sparkplugs firing normally as well. The sparkplugs were found to be in good condition, clean with a light coloring of tan or gray. The crankshaft, rods and camshaft were viewed through a 6" hole formed in the cast aluminum oil pan due to the carburetor breaking off. The internal condition of the engine appeared clean and in good condition.

The carburetor a Marvel Schebler MA3SPA S/N S22343 (14 months, 111.7 Hrs. since overhaul) was found broken off just below the throttle valve hanging only by the fuel hose. The accelerator pump was actuated and one ounce of rusty water (50% approximately) and 100 octane fuel (50% approximately) was removed and collected. We suspect most of the contents of the float bowl previously drained out due to the angle of the carburetor. The float bowl was removed and no fuel remained in the bowl, however two ½" diameter thick rust stains were noted on each side of the drain plug. The Carburetor inlet screen was found to be clean and strainer to carburetor hose was found clear and unblocked. A small quantity (¼ oz) of water (no fuel) was found in the strainer to carburetor hose.

The glass fuel strainer was found to have condensation in it. When the drain valve was actuated no fuel or water was noted. The screen could be viewed through the glass and it was not blocked. The tail of the aircraft was held to the ground and about 4 oz of water was drained from the right fuel tank drain and 5 oz from the left drain.

Sincerely,

Gerald P. Lietzke
Aviation Safety Inspector
[REDACTED]