

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: Rotax float SB  
**Date:** Monday, March 18, 2019 3:34:26 PM  
**Attachments:** [914 Float Bowl.pdf](#)

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Brian

The float bowl torque is 4 ft-lb (48.7 in-lb).

If the float bowl is over torqued, it could cause the float bowl material to warp which may result in an improper seal between the gasket and the carburetor housing/float bowl. Furthermore this over torqueing of the float bowl could potentially cause the float pins to spread apart which may result in the floats becoming stuck against side of the float bowl (see example in above attachment).

In the Rotax 914 operators manual **section 3)** Standard operation, **subsection 3.3)** Pre-Flight checks page 3-5, it states "Check for any oil-, coolant- and fuel leaks. If leaks are evident, rectify and repair them before next flight." (See above attachment for reference). This would mean that if the float bowls were found to be leaking, the gasket should have been replaced with new as this would have been the proper and appropriate procedure to rectify the issue.

The Float blows on the 914 engines are pressurised from the turbo system. If this pressure is lost due to a leaking float bowl, it is possible that surging would result.

If you have any questions, please don't hesitate to contact me!

Best Regards

**Jordan Paskevich**

Rotech Flight Safety Inc.

Chief Accident Investigator

Rotax Aircraft Engines

[REDACTED]  
Vernon B.C, Canada.

V1H1M5  
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**From:** Rayner Brian [REDACTED]  
**Sent:** 17-Mar-19 05:55 AM  
**To:** Jordan Paskevich - Rotech Flight Safety [REDACTED]