



RECORD OF CONVERSATION

Joshua D. Cawthra
Senior Aviation Accident Investigator
Western Pacific Region

Date: 9/25/2021
Person Contacted: Marty King – Vintage Carburetors
NTSB Accident Number: WPR19FA215

Narrative:

During a telephone conversation, Mr. King reported that during the examination of the carburetor, it was installed on a test flow bench. Throughout the tests, it flowed within specifications, with the exception of idle. During the idle flow tests, no fuel flow was obtained. Mr. King said they removed the jet cover and found the idle valve was completely closed. Mr. King said that it appeared that the idle mixture had been adjusted to a point that completely closed the idle valve.

Mr. King added that the idle valve is the first flow point before the jets, and that there was no gap observed in the idle valve when the throttle was in a closed position (hit the stop). Mr. King said that the idle valve needs a small gap at the idle position. He estimated that they would have probably needed at least ¼ throttle to get the slot to show on the idle valve. He further estimated that the engine would most likely not run below 1,300 and 1,400 rpm.

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