FAA
Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: CE-18-25
SUBJ: Powerplant; Air Intake **Date:** August 30, 2018

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) is to alert owners, operators, and maintenance technicians of **Piper Aircraft, Inc. (Piper) Model PA-28-140** airplanes with **Power Flow Systems, Inc. Supplemental Type Certificate (STC) SA02168AT** kit installed of an airworthiness concern related to the carburetor throttle control arm bracket impacting the collector assembly. The interference between the throttle control arm and the collector assembly may prevent the engine from reaching the maximum power stop on the carburetor.

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Background

On August 15, 2017, a Piper Model PA-28-l40 airplane with a newly installed Power Flow Systems, Inc. STC SA02168AT kit experienced a reduction of engine power and consequent crash. During the accident investigation, it was observed the throttle arm bracket came in contact with the Power Flow System STC'd exhaust collector heat shield. This interference prevented the throttle control arm from attaining full travel. Due to this interference, the carburetor throttle arm could not make contact with the maximum power stop on the carburetor, which resulted in a reduction in engine power.

Recommendations

The FAA recommends that operators of Piper Model PA-28-140 airplanes with a Power Flow Systems, Inc. STC SA02168AT kit installed do the following:

- Visually inspect (engine power off) the throttle control arm clearance. During the inspection, put the throttle lever in the full forward position.
- Visually confirm that the throttle control arm bracket is not impacting the collector assembly.
- Verify that the throttle control arm is contacting the maximum power stop on the carburetor in accordance with applicable airframe rigging procedures.

For Further Information Contact

Todd Jackson, Jr., Aerospace Engineer, Atlanta Aircraft Certification Branch; 107 Charles W. Grant Parkway, Atlanta, GA 30354; phone: 404-474-5567; fax: 404-474-5606; e-mail: Todd.Jackson@faa.gov.

For Related Service Information Contact

Power Flow Systems, Inc., 1575 Aviation Center Parkway, Suite 522, Daytona Beach, FL 32114; Tel: 1-386-253-8833; e-mail: web@powerflowsystems.com; website: https://www.powerflowsystems.com/