

From: [Pete, Kevin D \(FAA\)](#)
To: [Swenson Eric](#)
Subject: FW: message N555LB accident Haines, AK
Date: Wednesday, March 9, 2022 2:00:42 PM

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Good Afternoon Eric

Below is the message I received yesterday from Mr. Campbell the pilot that was operating the aircraft. I spoke with the owner Mr. Larry Bingham last week and he stated that he believed that carburetor icing was the cause of the engine problem.

Best Regards

Kevin D. Pete

Aviation Safety Inspector (AW)
Juneau Flight Standard District Office, {AFG-JNU-FSDO-05}

[REDACTED]

-----Original Message-----

From: George Campbell [REDACTED]
Sent: Tuesday, March 8, 2022 6:23 AM
To: Pete, Kevin D (FAA) [REDACTED]
Subject: Re: message

Mr. Pete,

In response to your question- why did the motor stop producing power after so few hours on installation, I have been asking myself the same question.

The facts I know:

The weather was clear and cold, zero wind.

The aircraft had been on preheat all night, and showed oil temperature prior to start

The aircraft has fuel sight gages, and showed half tanks- or 3+ hours of fuel

The quick drains were not frozen, and clear of impurities

The engine started, idled, and completed the run-up and throttle advance for take off normal

Our start, taxi and run-up did not produce ground fog, which indicates low humidity

The engine was running normal, then just lost rpms. No missing, no loud bang, no roughness to warn of an issue.

With the above considered, one possibility is that while taxiing and take off fuel sloshed the sides and top of the tanks collecting frost particles into the fuel. Though ice generally floats, I see frost suspended in sled and fuels often, (I have a filter funnel I run fuels through when filling equipment at home. With the high flow into the fuel lines at take off it is possible that the suspended frost collected in the pickup area creating a blockage.

Though I have never had this situation happen previously with aircraft with years flying for winter hunting, trapping, traveling and working planes, I have had this happen with a snow machine while racing- we had taken the sled in and out of the shop every day for the week previous to the race. During the race the inlet screen in the tank coated with ice particles blocking the fuel.

I don't believe there was any type of internal engine failure. The propellor continued to windmill, and again, there was no sound, or shake to indicate anything amiss in the engine.

Thank you,

George Campbell

> On Mar 3, 2022, at 3:24 PM, Pete, Kevin D (FAA) [REDACTED] wrote:

>

> Good Afternoon, Mr. Campbell

>

> I need a brief description of what you believe was the cause or the reason why the engine had difficulty developing power after only 8.2hrs time in service since its Installation on N555LB.

>

>

> Best Regards

>

>

> Kevin D. Pete

>

> Aviation Safety Inspector (AW)

> Juneau Flight Standard District Office, {AFG-JNU-FSDO-05}

> [REDACTED]

[REDACTED]

>

>

> -----Original Message-----

> From: George Campbell [REDACTED]

> Sent: Wednesday, March 2, 2022 7:14 PM

> To: Pete, Kevin D (FAA) [REDACTED]

> Subject: message

>

> Good evening Mr. Pete,

>

> I am working out of cell range and messed up hours. I got your message late after I got home.

>

> How can I help you?

>

> I sent the engine and airframe hours to you on 2/22. I hope that was sufficient.

>

> Thank you,

>

> George

>