

Communication Summary

September 30, 2015

Information From: Carri E. Hoagland, pilot N328TV



Summary & Factual Information:

Carri was asked to confirm that there were no mechanical malfunctions and in part, replied:

Yes I feel there was no mechanical malfunctions. I should add that a few days after I wrote my own personal narrative I had another thought come to my mind. During the engine run up at the originating airport (Y77), when I applied carb heat that morning, there was a definite power reduction. Normally there is no noticeable RPM reductions and I hear the engine drop rather than see it. That morning there was a definite drop. I said to myself "Well that is the way it is suppose to act" . In the year and half that I have flown the plane it never dropped that much. I am now pretty much convinced that I incurred carb icing. Perhaps because I had a rather short approach plus the weather that the carb heat did not have time to take care of any residual ice.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator