



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: November 29, 2016
Person Contacted: Michael Kerr; Aircraft Owner and Pilot; 616-734-9151
NTSB Accident Number: CEN16LA363

Narrative:

During a telephone conversation, Michael Kerr stated that the engine never stopped running; the engine speed was not running at a high rpm. During the climbout after takeoff, the engine started to sputter about 80-100 feet above ground level. The aircraft “started stalling,” so he pushed the nose down to increase aircraft airspeed and to get out of the stall. He said that if the aircraft did not hit the wires, he would not have been involved in an accident.

He stated that he installed different carburetor jets because the engine was overheating. After the installation of these jets, the engine ran normally. He said that the engine sputtered during a flight near Hastings in Spring 2016.

He said that he had an annual inspection of the aircraft performed by the airport manager, who went over the fuel lines. There was one fuel line that split from the aircraft sitting out in the sun. There was an online forum that suggested replacing the fuel lines.

He stated that the quick disconnects were in place at the time he purchased the aircraft. He said that he did not remember whether there was a quick disconnect to the fuel header tank.

He stated that the aircraft was equipped with shoulder harnesses and during the accident the attached bolt to the should harness he had been wearing broke.

He was told by the NTSB IIC that NTSB form 6120 was emailed to him and was requested to complete that form. He said that he was not trying to “avoid anything” and would complete it.

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