



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Marlene Harrison
NTSB Accident Number: CEN19LA063

Narrative:

During the email conversation, Ms. Harrison was asked the following questions:

- Did the engine stop producing power completely or was it a partial loss of power?
- When you flew, did you fly with the fuel selector valve on both or a specific tank?
- When you changed the fuel selector valve following the loss of power where did you move it to?
- What power setting(s) did you typically use for flight? What was your power setting prior to the loss of engine power?
- What leaning procedures did you follow?

Ms. Harrison responded as follows:

“It’s been a while, but here are your answers (as best I can remember):

- Partial power loss. I believe the engine may have been performing at something like 20-25% capacity.
- A bit of each. That plane (and most 172’s, I’m given to understand) burned fuel faster from one side than the other. I taxied and took off with the fuel selector on both, then at straight-and-level would switch it to the slower-burning side, then after about 2 hours, I would switch it back to both and monitor the difference in consumption for the remainder of the flight, changing tanks as needed to keep it equal, and return to both on approach to landing.
- I believe I moved it from one side to both at that time.

- For 172s doing survey work, we keep it at 2300-2350 RPM. I tended toward 2350 RPM, and that's what it was at when I lost power.
- I climbed out at best mixture for KLRD and, at cruise, leaned for fuel economy—just above engine roughness while keeping EGT beneath 1450—with small adjustments coordinated to any power and/or altitude changes.”