



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region - Denver, Colorado

Record of Telephone Conversation

Person Interviewed: Dr. Robert Eckelson
Subject: – CEN19LA317, N2890T
Date: 9/13/19

During the telephone conversation Dr. Eckelson stated the following:

Dr. Eckelson stated the airplane had recently completed an owner assisted annual inspection and the airplane was full of fuel (77 gallons). He and his wife had departed BCT for Chicago and the engine started running rough when they reached about 500 ft. He returned to the field and landed uneventfully. He was troubleshooting the problem after landing when an acquaintance, who was airplane mechanic, offered assistance. He and the mechanic examined the airplane for leaks and anomalies. He stated they did not perform any maintenance on the airplane at that time.

Dr. Eckelson and the mechanic decided to perform a local flight. They performed a full run up prior to takeoff. After taking off the engine again started running rough when they reached about 400 ft. He turned the airplane back to the airfield, but the engine quit completely and he performed an emergency landing.

Dr. Eckelson said he believed the cause of the engine roughness was likely air introduced into the fuel system during the recent annual inspection. He did not actuate the electric fuel pump when the engine roughness occurred and did not have altitude to troubleshoot the loss of power.

Dan Baker
National Transportation Safety Board
Senior Air Safety Investigator