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AS-CEN

Date: September 19, 2022

Subject: CEN22LA425, Record of Conversation

Contact: Gary Leaman, pilot and owner

In a phone conversation with Mr. Leaman, he stated the following. He has been flying since 1990 and this is his 4th ultralight with a Rotax engine. The accident airplane was a Slipstream Revelation with a Rotax 503 engine, which was recently serviced by Rotax representative at Kankakee airport. The engine was in very good shape. He bought the airplane on 1/16/2021. He put registration N1229L on the tail because he knew it wasn't being used at the time. He knew it wasn't the right thing to do and he apologized. On 4/15/2021, the FAA sent him correspondence about all the required documents for a proper registration. He never got it all finalized and the registration was not completed, which is why he used N1229L. Dwight B Marcin was the previous owner.

On the day of the accident, he and his partner were on board, and they took off to the north from runway 36 at Delphi Municipal. He made a left turn in the pattern and was about 800 to 1,000 ft on downwind with the engine operating about 6,000 rpm. He turned left base and decreased throttle to about 4,000 rpm, and descended to about 600 ft, when the engine lost all power. The engine acted the same as the last time he experienced carburetor icing. The airplane descended quickly, and he did not flare properly, which resulted in a stall, and pancaked hard on the runway with forward momentum. No carb heat installed on this airplane. He stated that he recently had these carburetors disassembled and he made sure the jets were installed correctly with the proper O-ring. He did not think the loss of power was the result of an engine mechanical issue. He stated there were no issues with the airframe.

End of conversation.