

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME	DATE 09/30/2024
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mitch Campbeau [REDACTED] PIC		ROUTING	
		SYMBOL	INITIALS GJT
SUBJECT N7878M			
DIGEST 9/23/2024 10:16 Call to Mitch, left message requesting call back. 9/23/2024 10:54 Call from Mitch. Confirmed hangar access on Wednesday 9/25, Mitch stated he will be there at 0800 to let us in the hangar. Mitch asked if we need him to be present, I stated no. I told Mitch we would like a better description of the flight, it would help us plan our exam. Mitch said he was flying with the throttle set for cruise speed, approximately 2300 RPM and leaned to rich of peak. He started descending to land in Cumberland but did not make any power or mixture changes. He said the engine sputtered and lost power very quickly. He moved the engine controls to full rich and wide-open throttle, the engine did respond for 5-10 seconds before quitting. He stated he was low enough when it quit that he started looking for a place to land. When asked about configuration for flight he stated both fuel tanks were open, throttle set at cruise speed, and leaned for cruise. I then asked lean of peak or rich of peak and he stated rich of peak. The last question I asked him was if he had looked at a carb ice probability chart prior to the flight, he responded no but stated he did turn on carb heat when the engine sputtered.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/30/2024	TITLE ASI	SIGNATURE GREGORY JOHN THURSTON Digitally signed by GREGORY JOHN THURSTON Date: 2024.09.30 13:25:35 -05'00'	