



## **Memorandum of Record**

November 9, 2016

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### **NTSB Accident Number: ERA15LA279, Eagles Mere, Pennsylvania**

On this date, I contacted the pilot, Mr. George Jenkins, to see if there were any developments as to why the Kinner engine lost power; he informed that there were none. He also noted that the engine had been sent to a well-known overhauler/builder, who did not find any preexisting anomalies.

Mr. Jenkins also noted that although nothing was found with the existing carburetor, the restoration group planned on using another carburetor in the rebuild.

Mr. Jenkins also confirmed that the airplane did have carburetor heat, but that he did not use it in flight – including the short takeoff and landing flights, and the accident flight, (all mostly full powered) or on the ground.

Mr. Jenkins also affirmed that the main carburetor jet did not drop out, as had occurred in the Harrison Ford accident. Also, that the full engine run prior to the initial takeoffs and landings lasted about 8 to 10 minutes.

Paul R. Cox  
Senior Air Safety Investigator