



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: September 25, 2018
NTSB Accident Number: ERA17FA231

E-mail exchange to and from flight instructor Job Muriithi.

Verbatim e-mail statement dated July 17, 2017, at 1442 EDT:

"Good afternoon Mr Monville thank you.
I explained to the [FAA] that, in flight, the [attitude] indicator was showing a slight bank to the right of 3 degrees. This is the only abnormality I noted." In response to this e-mail he was asked by e-mail, "Job, please confirm whether the airplane was straight and level when this occurred (based on what instrument (s)), and whether you recall the suction reading at that time. Also, please advise what you recall the suction reading during your flight with Mark on 7/1."

Verbatim e-mail statement dated July 17, 2017, at 1516 EDT:

"After [starting] the aircraft, we proceeded to pick up the local weather from the [ATIS] before our taxi. While taxiing out, the student performed an instrument check which includes checking the attitude indicator. The [instrument] was alive and erect within 5 minutes of the engine start, but while flying the instrument was showing a slight bank to the right of 3 degrees or less. Thanks, Job Wachira." In response to this e-mail he was asked in an e-mail, "Do you recall the suction reading at any point from engine start, or at an point of the flight. If so, please advise what reading you recall."

Verbatim e-mail statement dated July 17, 2017, at 1702 EDT:

"I do not recall the exact reading but it was in the green range when we did the [engine runup]."