



## RECORD OF CONVERSATION

**Robert Gretz**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

---

**Date:** July 25, 2017  
**Person Contacted:** Yuriy Koziy, Massapequa, NY  
**NTSB Accident Number:** ERA17LA247

---

### **Narrative:**

Mr. Koziy stated that he assisted several FAA inspectors to examine the wreckage. During the examination, several test-runs of the engine were performed with no anomalies noted. The engine operated continuously at multiple power settings, including full power. During one of the test-runs, Mr. Koziy observed that when the choke control was moved approximately 1 inch, the engine lost all power. Mr. Koziy added that the engine's choke control was located near the throttle lever. He believes that during the downdraft/turbulence encounter, his hand on the throttle accidentally bumped the choke control, which resulted in a total loss of engine power.



## RECORD OF CONVERSATION

**Robert Gretz**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

---

**Date:** July 28, 2017

**Person Contacted:** Christos Tzavelis, FAA/FSDO, Farmingdale, NY

**NTSB Accident Number:** ERA17LA247

---

### **Narrative:**

Mr. Tzavelis was interviewed via telephone. He stated that during the wreckage exam, adequate fuel remained in all three fuel tanks and he verified with the pilot that the carburetor heat was on at the time of the engine power loss. Mr. Tzavelis did not observe any preimpact mechanical malfunctions and performed several test-runs of the engine. The engine operated continuously at multiple power settings, including full power. During one of the test-runs, Mr. Tzavelis observed that when the choke control was moved approximately half-way, the engine lost all power. Mr. Tzavelis added that the engine's choke control was located near the throttle lever. He agrees with the pilot that during the downdraft/turbulence encounter, the pilot's hand on the throttle accidentally bumped the choke control, which resulted in a total loss of engine power.