



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 20, 2017
Person Contacted: Damon Dow, Bangor, ME
NTSB Accident Number: ERA17LA325

Narrative:

Mr. Dow was interviewed via telephone. I advised Mr. Dow that I had received his written statement and had some follow up questions. I asked Mr. Dow at what point did he apply carburetor heat. Mr. Dow stated that he applied carburetor heat when the engine began to run rough. Mr. Dow estimates that the engine lost all power about 15 to 20 seconds after he applied carburetor heat.



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 20, 2017
Person Contacted: John Keefe, FAA/FSDO, Portland, ME
NTSB Accident Number: ERA17LA325

Narrative:

Mr. Keefe was interviewed via telephone. He stated that the airplane's most recent 100-hour inspection was completed on July 13, 2017, at a TTAF of 2,489 hours, which was about 11 operating hours prior to the accident. Mr. Keefe added that the engine was overhauled by Penn Yann at 359 operating hours prior to the accident.

Mr. Keefe examined the airplane yesterday and noted that 20 gallons of fuel per wing were removed from the airplane. The magnetos, fuel boost pump and engine driven fuel pump tested satisfactorily. The carburetor was intact and its screens were absent of debris. The fuel bowl was also absent of debris. Mr. Keefe rotated the propeller by hand and noted camshaft, crankshaft, and valve train continuity to the rear accessory section of the engine.