



NTSB RECORD OF CONVERSATION

Adam Gerhardt
Air Safety Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 2/1/2018
Person Contacted: John R. Harris (FAA Aviation Safety Inspector)
NTSB Accident Number: ERA18LA074

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

- A Federal Aviation Administration aviation safety inspector examined the accident airplane and supervised an engine run on February 1st, 2018. The following was reported during a telephone conversation.
- Mr. Harris reported that the engine started and then a run-up was performed at 2000 rpm, 1500 rpm, and idle power. The engine functioned normally throughout the test.
- The engine was also run where the fuel shut-off valve was found at the accident site. The valve was found partially pulled out (toward closed). During this test the engine produced 2000 rpm and no abnormalities were observed.
- Mr. Harris reported that after the engine run, while draining the fuel from the airplane, the fuel shut-off-valve was moved to the closed (shutoff) position, and the fuel flow stopped, and then resumed once the valve was opened again.



NTSB RECORD OF CONVERSATION

Adam Gerhardt
Air Safety Investigator
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National Transportation Safety Board

Date: 2/5/2018

Person Contacted: Matthew Cady (FAA Aviation Safety Inspector)

NTSB Accident Number: ERA18LA074

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

- Mr. Cady reported the following findings pertaining to the investigation, after he interviewed the student pilot.
- He reported that the student pilot did not hold a student pilot certificate and he was on his third training flight and had about 4 hours of flight time.
- Mr. Cady reported that the student pilot described the partial power loss as, once power was applied, it would return to idle. He described the engine sound when it was idling as smooth.
- Mr. Cady asked the student pilot if he touched the fuel shut-off-valve during flight, and the student pilot reported that he did not.