



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: February 22, 2019
Person Contacted: Michael Spina Pilot/Owner
NTSB Accident Number: ERA18LA059

Narrative:

Mr. Spina was the pilot/owner of the accident airplane. He was interviewed by telephone, and the following is a summary of the interview.

According to the Mr. Spina, the purpose of the flight was to perform approaches to the private airstrip that he was constructing on his property. He said the performance and handling of the airplane was "perfect" throughout the flight, and that he performed multiple low approaches successfully, with no anomalies noted.

Mr. Spina said the airplane was travelling slowly over his strip, about treetop height, with full flaps deployed. When he added full power to initiate a climb, the engine "sputtered" and stopped producing power. He performed a forced landing to the unimproved strip, "bounced" and departed the side of the cleared area where the airplane entered the woods and was substantially damaged.

When asked about the performance and handling of the airplane, Mr. Spina said it was "perfect" and volunteered that the reason for the loss of engine power was carburetor ice. When asked if he had deployed the carburetor heat for the low approach and pass over his property, he said "No."