



MEMORANDUM OF CONVERSATION

Aaron McCarter
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Eastern Region Aviation

Date: October 11, 2019
Person Contacted: Joan Evert (CFI)
NTSB Accident Number: ERA19TA276

Narrative:

At 1145 EDT, Ms. Evert returned my call and we spoke of the events leading up to the accident with N3555R.

It was their first flight together. He was a student pilot and it was his airplane. She did not witness the preflight or the fueling, but the pilot reported that he had plenty of fuel in both tanks.

They were in the pattern (ECP) She read out the approach and landing checklist as he (pilot) completed checklist items. The flaps and fuel selector is located between the seats on the floor. This was a no flap landing due to the wind & turbulence. She read out- fuel tank - on fullest for landing per the checklists.

The first attempt landing was aborted; the approach was not stabilized. It was windy, with a crosswind.

They got re-established for the second approach that was stable and on glidepath. Maybe just a little bit high but they were set up for landing about a minute out.

She instructed the pilot to bring the power back because he was slightly high on the glidepath. When they got back on the glidepath; they were about 1/4 Mile Out, she told him to add power. She saw him push and pull the throttle several times with no effect on power. Her first thought was that was a broken throttle cable.

She took called out "my plane" and proceeded to guide the plane to the runway. By the time they realized the engine was not producing any power, they were several hundred feet from the runway and about fifty-feet above it.

There was not enough time to run through the checklists and switch the tanks; fly the airplane first. They landed short. It did not seem like a rough landing.

She heard that a “Mud Dobber” wasp nest was in the fuel tank vent. She mentioned that the airplane was hangered most recently, but it was stored outside a couple months ago. We had a brief discussion on accidents caused by nests in pitot tubes.

[END]