



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: May 31, 2022
Person Contacted: William Russell (Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA22LA242

Narrative:

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

Mr. William Russell was contacted by phone on May 31, 2022, at 1104 EDT. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

Mr. Russell stated that he did not have great phone reception, but that he thinks he knows what happened to the airplane. He noticed that the mixture control kept creeping out and he kept pushing it back in. He stated that it happened 2-3 times, and the last time he pushed it in a little stronger, and he thinks perhaps it may have slipped on the cable when he did so, because he would only lean it further, not enrichen it. I advised him that we would be examining the airplane further. He stated that he had 24 gallons of fuel and had just fueled the airplane. He added that Scott Prescott from Northern Lights airstrip in Grand Isle is a mechanic, and he was going to Scott to have an annual inspection performed and floats installed when the accident occurred. He stated that the airplane was being flown on a ferry permit.