



Aaron McCarter
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Date: November 23, 2022

Subject: ERA22LA345

Contact: Pilot/Owner: David Ullman

Follow up questions posed to the pilot/owner (Ullman) discussing the loss of engine power and how the FAA could not determine the reason for the power loss. Discussed carburetor icing probability, but icing was only a factor at the low power setting, and he was not on the ground long before takeoff. He used carburetor heat. He always covers the fuel cap vents when the airplane is not in use. Prior to takeoff, the fuel was selected to the fullest tank. He has just enough time to pitch for best glide and switch tanks prior to landing; there was not a lot of time to troubleshoot due to his altitude.

His mechanic with inspector authorization (IA) discovered a teaspoon of fuel in the float bowl, but because the gascolator was damaged, its hard to say if there was an issue with fuel.

In addition, the pilot clarified that he was not seriously injured and described the accident sequence more accurately which will be reflected in the final report.

[END]