

Joshua Young
Air Safety Investigator
AS-ERA

Date: 2/12/2024
Subject: ERA23LA198, Pilot Interview
Contact: Thomas Smith, Pilot

On February 12, 2024 the NTSB IIC contacted Mr. Smith by phone at 1256 EST and the call lasted 10 minutes. Below is a summary of the conversation.

- The pilot was unsure whether or not there was a loss of power as everything happened very quickly, so he checked the yes box on the mechanical malfunction/failure portion of the NTSB Form 6120.1 as it was unknown at the time if there had been a malfunction.
- Until the power line strike there were no known mechanical malfunctions or failures with the airplane, it operated as it normally does for the duration of the flight until that point.
- The pilot did not see the power lines and subsequently, since he did not see the lines, did not attempt to avoid the power lines.
- When he landed safely and pulled the fuel shutoff, he recalled the throttle was at the forward stop.
- Pilot's brother, who is an A&P mechanic, pulled and sent the carburetor off to have it inspected.

This interview summary was emailed to the pilot on February 12, 2024 and a response with any comments or corrections was requested by February 19, 2024. No response was received.