



Lynn Spencer
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Aviation Safety - Eastern Region (AS-ERA)

Date: September 18, 2024
Subject: ERA23LA288 Follow-up Interview with Pilot
Contact: Mr. Shane Koehn

The following is a record of conversation with Mr. Shane Koehn. Mr. Koehn was called on September 18, 2024, at 0913 EDT. He was called at [REDACTED]

I asked Mr. Koehn to clarify his comment the following comment from his prior interview:

He was nearly all the way down the runway, flying about 115 mph with about 500 ft of runway remaining, when he applied power and went to put carburetor heat in; however, he could not push it in.

He stated that it was the carburetor heat that did not go in. He was at the end of the runway with little runway remaining when this occurred, so he attempted to just ease it around the pattern since he had power.

He added that when he spoke to a friend who had a problem with a mud dauber nest in his airplane's scat tubing, he decided to return to the wreckage and check the area about the carburetor heat. On the top of the carburetor heat butterfly valve, there was a dirt dauber nest that had likely blocked the carburetor heat. He believes that when he operated the carburetor heat during the test flight, part of the nest broke loose and blocked the valve.

He stated that he still hopes to recover the engine one day and will let me know what he finds, as he wants to learn from this experience.

The call ended at 0920 EDT.