

Joshua Young
Air Safety Investigator
AS-ERA

Date: 5/30/2024
Subject: ERA24LA198, Mechanic interview
Contact: Nicholas Hooten, Mechanic/IA

Mr. Hooten contacted the IIC by phone on May 30, 2024, at 0828 EDT and the conversation lasted about 10 minutes. Below is a summary of that conversation:

- Were there any recurring issues with N99442?
 - The airplane was having trouble at times maintaining static RPM, but during a test run the airplane performed within tolerances, other than this there were no other issues that he knew of.
- Do you know how much time was on the engine?
 - Not the exact amount but too much, he had advised the owner of the flight school that the engine either needed to be changed or overhauled, but this was not done.
- Why was the engine not overhauled or a new one installed?
 - He believed that the school was having financial difficulties and were either unable to unwilling to spend the money to have the overhaul completed.
- Were there any oil issues with the airplane?
 - It was not leaking or anything of that nature, nothing out of the norm.

- He had recently seen the airplane in the hangar and thought that they may have replaced the crankshaft nose seal but was unsure.
- Does the school use any extra corrosion protection due to their location near the ocean?
 - No just the normal lube.
- Mr. Hooten noted that he is not at the school everyday and just goes to provide IA services as the school does not have an IA on staff. The school has their own mechanic and a helper who do the day to day work on the airplanes and work on any squawks that are written up by instructors and students.
- Does the school use a squawk sheet?
 - They used to but he had not seen one lately.
- Mr. Hooten also noted that the flight school owner is also an A&P and that he is the primary mechanic, with a helper, to the best of Mr. Hooten's knowledge.