



RECORD OF CONVERSATION

Date: July 5, 2016

Person Contacted: Paul F. Vietzke (pilot-in-command)

Subject: WPR16LA135, RV-6, St. Maries, Idaho

In a telephone interview with the pilot on the day following the accident, Mr. Vietzke reported that on short final to runway 28 at the St. Maries Municipal Airport, St. Maries, Idaho, at about 400 feet above ground level, he experienced a partial loss of engine power, which he felt was due to carburetor icing. Mr. Vietzke said that he then switched fuel tanks, activated the boost pump, pumped the throttle, but was unable to restore power; he also stated that he thought he had not added carburetor heat, which was why the engine lost power. The pilot subsequently landed in a field about 100 yards from the approach end of runway 28 and nosed over, which resulted in substantial damage to the rudder.

During the conversation, Mr. Vietzke informed me that he didn't think there was any insurance to pay for the recovery of the airplane. He also informed me that there were no FBO facilities at the St. Maries Airport that could provide a licensed airframe and powerplant mechanic to assist with an examination of the engine and airframe. As such, there would be very limited resources available for a follow-up examination.

Thomas M. Little
Senior Aircraft Accident Investigator
National Transportation Safety Board
Western Pacific Region
Federal Way, Washington