



RECORD OF CONVERSATION

Date: June 5, 2018

Time: 1215 – 1230 PDT

Person Contacted: James Moss (certificated FAA airframe and powerplant mechanic)

Subject: WPR17LA175

In a conversation with the NTSB IIC, the airframe and powerplant mechanic who performed the installation of the number 3 cylinder during a 100-hour inspection on February 9, 2017, stated that on July 29, 2017, three days prior to the accident, he and the accident pilot exchanged a series of text messages, in which the pilot stated that on a go-around/missed approach, the engine started shaking and shuttered for about 10 seconds, and then it was fine. When the mechanic replied that he wondered if it could have been carburetor ice, the pilot said he didn't think so. The mechanic also mentioned that he did not perform any work on the aircraft after the initial report of the engine running rough, or anytime thereafter leading up to the time of the accident.

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