



RECORD OF CONVERSATION

Andrew L. Swick
Aviation Accident Investigator
Western Pacific Region

Date: March 22, 2019

Where: Phone Conversation

Person Contacted: Derick Johns-Mechanic at Avcenter, Nampa Municipal Airport (MAN)

NTSB Accident Number: WPR19LA092

I spoke with the Mr. Johns about the recovery of the airplane. He told me he responded to the accident site and performed a visual inspection of the engine and cowling areas. He saw the idle mixture adjustment screw and spring assembly in the mud that was located in the lower cowling. The pilot was onsite and told Mr. Johns about the engine not rotating during the emergency descent. During the examination Mr. Johns couldn't start the engine in the field due to the propeller clearance to the ground. After the airplane was relocated to a nearby road, the ignition key was turned to the 'Start' position and the starter rotated the engine. The aircraft was relocated to the operator's hangar at NAM and was examined. The idle mixture adjustment screw and spring assembly was installed with the spring cup backwards and installed correctly during the troubleshooting. It was later documented that the torque on the screw was greater when the cup was installed backwards.



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