



RECORD OF CONVERSATION

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Date: June 24, 2020
Person Contacted: John O'Connor - Pilot
NTSB Accident Number: WPR19LA157

Narrative:

During a telephone conversation with Mr. O'Connor, he reported that the airplane had just finished undergoing an annual inspection that spanned 8 months. After arriving to the airport, he looked over the airplane, and asked his mechanic if he had flown the airplane. The mechanic responded that "we couldn't get it running", however, he adjusted everything, and "got things working." Mr. O'Connor said that his mechanic told him that the engine was loading up on the ground, and that you cannot leave the mixture in the auto lean position, and that you would have to manually lean it, however, in auto rich, it shouldn't be a problem.

Mr. O'Connor stated that while at the end of the runway, he placed the mixture in the auto lean position, and saw black smoke originate from the exhaust, along with the engine sputtering. He then manually leaned the engine, and it cleared up. Mr. O'Connor placed the mixture in the auto rich position, did a magneto check, and then taxied onto the runway, where he placed the mixture in the auto rich position, and the engine loaded up a second time. Mr. O'Connor leaned the engine out, then moved the mixture to the auto rich position, while advancing the power to 30 inches of manifold pressure. He said that he held this power setting for about 1 minute, and everything had cleared up.

Mr. O'Connor said that he then initiated the takeoff roll, and that as the airplane accelerated past 100 to 110 knots, the engine "coughed" and he reduced power to idle and aborted the takeoff, and "ran out of runway."

Mr. O'Connor added that in hindsight, he should have never flown the airplane, and that it was a combination of wanting to get the airplane to an airshow, and the information his mechanic told him, however, he should have removed the carburetor for overhaul instead.