



Investigator Name: Albert Nixon
Title: Senior Aviation Accident Investigator
Division: Aviation Safety - WPR

Date: Sep 13, 2023

Subject: WPR23LA341 Memorandum for Record - Record of Email

In an email from Eliot Simpson, NTSB Duty Officer, the following is a summary of what he stated:

- Steve Mitchel stated he was the PIC and provided instruction.
- The PIC stated he does not have carburetor heat on during the approach and that he usually takes heat off on final.
- Unfortunately, he recovered the airplane and ran the engine at his hangar afterwards.
- The Fire Battalion Chief confirmed that there was about ¼ fuel in each tank by visual examination and inspection of the fuel gauge.

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Date: Jan 24, 2024

Subject: WPR23LA341 Memorandum for Record - Record of Conversation

In a conversation with Stefan Uerguen, the following is a summary of what was stated:

- He assisted in the recovery and engine run of the airplane.
- He has been performing maintenance on the airplane about two years.
- About 2 hours prior to the accident flight, the airplane's carburetor was changed.
- The new carburetor was one that was recommended by Lycoming Engines.
- After recovering the airplane, he opened the cowl and observed that the engine control attachments were appropriately attached.
- He noticed no leaks or other anomalies with the airplane before the engine start.
- He said he switched the master on, both magnetos, and moved the throttle forward about ½ inch and the mixture full forward for the start.
- He pushed the start button to start the engine.
- The engine started uneventfully, and he ran it about 10 seconds at a low power setting because of the bent propeller.
- No issues were experienced during the engine run.
- The pilot was present during the engine run.

- The pilot told him previously that the engine had died, and he was curious of what happened.
- The pilot went back and forth on whether the carb heat was pulled.
- He thought the airplane was released for the engine run.
- The air was humid that day, more than normal.
- He thought the engine issue was caused by either carburetor icing or the carburetor.



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In a conversation with Charlie Castle, the pilot under instruction, the following is a summary of what he stated:

- He was flying the approach before the engine failure.
- He used the carburetor heat intermittently on final approach.