

## Lindberg Joshua

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**From:** Cull, Spencer (FAA) [REDACTED]  
**Sent:** Thursday, July 11, 2019 3:51 PM  
**To:** Lindberg Joshua  
**Cc:** Hudson, Dwayne (FAA)  
**Subject:** RE: NTSB Investigation N112EZ Aurora, IL  
**Attachments:** IMG\_0778.JPG; IMG\_0779.JPG; 3 - Carburetor Icing Probability Chart - Degrees F in Color.pdf

Hello Josh,

Tuesday July 9, 2019 I went to Aurora (ARR) Airport to inspect the engine for continuity. With help from his mechanic we pushed N112EZ out on the ramp, braced it with a tug and some hardwood chairs at the wing stubs. Sawed the propeller blades for ground clearance, hand started and idled the engine. The engine ran fine. NOAA weather conditions at the time of the accident were 83\*f and 38 % Relative Humidity, plotting in the serious icing at glide power range. The aircraft does not have a starter, rendering it unable to restart in flight.

Spencer Cull  
Aviation Safety Inspector  
2300 E. Devon Ave. Suite 261  
Des Plaines, IL 60018  
[REDACTED]

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**From:** Lindberg Joshua [REDACTED]  
**Sent:** Thursday, July 11, 2019 9:02 AM  
**To:** Cull, Spencer (FAA) [REDACTED]  
**Cc:** Hudson, Dwayne (FAA) [REDACTED]  
**Subject:** RE: NTSB Investigation N112EZ Aurora, IL

Hi Spencer,

Sorry for the confusion and thanks for your help with this one. Do you have an inspector's statement or summary you can share along with some photos? I haven't heard back from the pilot yet so I still have minimal information. Anything you can provide would be great.

Thanks,

**Josh Lindberg**  
Air Safety Investigator  
National Transportation Safety Board  
[REDACTED]

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**From:** Hudson, Dwayne (FAA) [REDACTED]  
**Sent:** Thursday, July 11, 2019 6:09 AM  
**To:** Lindberg Joshua [REDACTED] >  
**Cc:** Cull, Spencer (FAA) [REDACTED]  
**Subject:** RE: NTSB Investigation N112EZ Aurora, IL