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**Date:** August 15, 2024

**Subject:** Carburetor Icing flight BZM 9S5 BZM, Phone Interview

**Contact:** Aaron Aafedt, Pilot N6996B

The following is a summary of a phone conversation:

I'm the owner of N6996B a Super Cub 1956 PIPER PA-18-150. The previous night there was a lot of rain and morning fog causing reduced visibilities and patchy IFR. On 8/11/2024 around 8-8:30 am, after starting the airplane, there was an ever so slight reduction in engine response most notably while taxiing. The airplane didn't have the power and responsiveness it should. I pulled out and there was an ever so slight engine roughness. I taxied near the FBO and asked some mechanics and pilots if they heard the slight roughness and slow engine response. I stated, I'm sure "that's carburetor icing."

I departed with full carburetor heat on and varied my carburetor heat ½ to full the entire flight. Next to the ground, I had carburetor heat on full, flying down the river to Three Forks, MT (9S5). The whole valley with irrigation and the river makes a perfect scenario for icing this time of year. Initially there was so much moisture in the air you could not get into Three Forks VFR, but it did burn off. Normally it's very dry around Bozeman and pilots don't appreciate when high humidity exists here.

I did land several times in Three Forks and did not experience any engine roughness, but I had the carb heat on most of the time. I was ahead of the icing the whole day. Between 8 am - 12:30pm was the time we were airborne, finally returning to Bozeman. I felt awful when I found out that N8576Y had crashed. I got calls people thinking it was me.

The pilot described to me severe carburetor icing.