



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 3/21/2014
Person Contacted: Michael Fishburn – Accident Pilot
NTSB Accident Number: CEN14CA151

Narrative:

In a telephone conversation with Mr. Fishburn, he stated the following:

- The problem with the airplane was probably air lock in the fuel lines after the fuel in the auxiliary tank was exhausted.
- He found out from others that it is possible to get an air lock after running a tank dry
- He did exhaust the entire fuel supply from the auxiliary tank
- The airplane ran normally up until the auxiliary tank ran out of fuel
- He does not think there was anything wrong with the airplane or engine prior to the fuel tank exhaustion