



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region – Dallas, TX

Record of Telephone Conversation

Person Interviewed: George Waddell – Baton Rouge FSDO

Date: December 13, 2013

Subject: – CEN14LA076

During the telephone conversation, Mr. Waddell stated the following:

He conducted an examination on the accident airplane. The left fuel tank was empty and the right fuel tank contained an undetermined amount of fuel. He did not observe any mechanical malfunctions that would have precluded normal operation.

The pilot and insurance adjuster reported that on the accident flight, the left fuel tank was running low so moved the fuel selector to the right tank. During this transition the engine began to sputter so the pilot turned on the fuel boost pump. The engine continued to sputter and finally lost all power. Since the airplane was about 500 feet AGL, the pilot didn't have time to restart the engine and had to make a forced landing into a muddy field.

He received information from the engine manufacturer regarding the accident. If the boost pump is turned on as it was during the accident, then I could flood then engine.

This is the end of the conversation.

Joshua Lindberg
National Transportation Safety Board
Air Safety Investigator