



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: March 14, 2018
Person Contacted: Martin Hertz
NTSB Accident Number: CEN17LA019

Narrative:

During a telephone conversation, Martin Hertz stated that about two seconds elapsed from the time of the engine power loss to his flaring the airplane for landing.

He stated the he “trusted” the airplane owner’s maintenance of the airplane. The flight instructor stated that he did not use the electric fuel pump during selection of fuel tanks from the right main fuel tank to the left main fuel tank. He did not attempt use the electric fuel pump following the engine power loss because of the elapsed time from the engine power loss to landing the airplane. He said that the use of the electric fuel pump would not have remediated fuel cavitation because there was not enough time available for it to take effect. He said that he now teaches to change fuel tank selection outside of the airport traffic pattern because the engine is operating at a greater fuel flow demand than in the traffic pattern.

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