



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: John Shamblin – FAA Inspector
NTSB Accident Number: CEN17LA166

Narrative:

During the conversation, Inspector Shamblin stated the following:

- He was unable to look in the fuel tanks.
- When sumping the fuel he observed a slow, slight stream of fuel from all of the fuel sumps. Less than an ounce was recovered from each sump.
- There was no evidence of a mechanical anomaly on the engine, fuel system, or airframe.
- Fuel gauges read empty on all fuel tanks.
- The pilot reported to the FAA inspector that he used fuel burn versus gauge indication for fuel management