



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: February 15, 2018
Person Contacted: John Shamblin, FAA Flight Standards
NTSB Accident Number: CEN18LA093 – Patterson, Louisiana

Narrative:

Inspector Shamblin reported that the airplane came to rest in the water. A post-recovery examination of the airplane did not reveal any anomalies consistent with a loss of engine power. Recovery personnel informed him that no fuel sheen was observed on the water, no fuel was observed in the fuel tanks, and no fuel was observed during the recovery process.

The owner/operator informed Inspector Shamblin that the airplane was dispatched from the St. Tammany Regional Airport (L31) at a recording hour (Hobbs) meter time of 2,978.9 hours. The owner/operator also informed him that the Hobbs meter only ran when the landing gear was in the retracted position and did not record engine run time when the landing gear was extended.

Inspector Shamblin reported that the Hobbs meter indicated 2,982.7 at the time of the post-recovery examination. As a result, the elapsed Hobbs time from takeoff at L31 until the landing gear was lowered in preparation for the forced landing was 3.8 hours.

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