



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: 9/30/19 at 1600
Person Contacted: Ms. Jennifer Rodi, NTSB
NTSB Accident Number: CEN18LA347

Narrative:

Ms. Rodi stated that she was at Dawson's during the airframe and engine examination of N7954W. She stated that Mr. John Butler from Lycoming did an extensive examination of the engine, trying to determine why the airplane had a loss of power. The fuel system was checked for continuity. The fuel selector valve detents were good. Mr. Butler performed a "100-hour" examination of the engine which included fuel pump, carburetor, fuel filters, magnetos, exhaust manifold baffles, spark plugs, drive train continuity and thumb compression. There was no apparent reason for the loss of engine power as a result of the engine examination. She did not know how much fuel was removed from the fuel tanks during the wreckage recovery or what the fuel gauges were reading.



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Date: 10/1/19 at 0830
Person Contacted: Mr. Wade Wherry, Dawson Aircraft
NTSB Accident Number: CEN18LA347

Narrative:

Mr. Wherry stated that the notes taken during the aircraft recovery indicated that 22 gallons of fuel were removed from the left fuel tank and no fuel was recovered from the right fuel tank. He stated that the right tip tank was compromised during the ground impact.