



RECORD OF CONVERSATION

Arnold W. Scott
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Date:

Person Contacted: Craig Hatch, NTSB Air Safety Investigator
NTSB Accident Number: CEN19LA304

Narrative:

Initial examination by an NTSB investigator revealed the throttle and mixture controls were still attached. The engine was unremarkable. Fuel drained from the carburetor bowl and gascolator was light blue and contained no debris or water. The electric boost pump operated normally. The fuel supply line to the engine was removed and when the left tank was selected, fuel flowed normally. When the right tank was selected, only a small amount of fuel would flow. The right tank was the tank the pilot had selected for takeoff.