



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: December 6, 2017
Person Contacted: Victor DiPilato, Coconut Creek, FL
NTSB Accident Number: ERA17LA347

Narrative:

Mr. DiPilato was interviewed via telephone. He stated that he uses REC-90, a 90 octane, ethanol free gasoline in his airplane and stores the gasoline in his hangar. After every flight, he completely fuels his airplane from his hangar storage to prevent condensation from accumulating in the fuel tanks. Prior to the accident flight, he last flew the airplane on September 11, 2017, for .6 hours and added 6 gallons when he landed. He also inspected the fuel tanks during the preflight inspection for the accident flight, and both fuel tanks were full.

Mr. DiPilato added that the engine lost all power without any sputtering or warning. The propeller continued to windmill as he ditched the airplane. He recalled being burned from fuel in the water and later remembered a recovery diver making the same comment.



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Date: December 12, 2017
Person Contacted: Enrique Garcia, FAA S. FL FSDO
NTSB Accident Number: ERA17LA347

Narrative:

Mr. Garcia was interviewed via telephone. He stated that examined the wreckage today at a recovery facility. Specifically, he examined the engine driven fuel pump as the pilot thought that the pump might have failed. The engine driven fuel pump drive shaft remained intact. Mr. Garcia was able to actuate the pump by hand did not note any anomalies with the pump. Due to extensive corrosion damage, Mr. Garcia was unable to rotate the engine crankshaft.



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Date: December 15, 2017
Person Contacted: Scott Weinstein, Air & Sea Recovery
NTSB Accident Number: ERA17LA347

Narrative:

Mr. Weinstein was interviewed via telephone. He stated that when he recovered the airplane 12 days after the accident, he noted a fuel sheen on the water near the wreckage. He could not ascertain how much fuel was on the airplane as found. When the airplane was ashore, Mr. Weinstein could not rotate the propeller, possibly due to corrosion damage.