



RECORD OF CONVERSATION

Chris Shaver
Air Safety Investigator
Western Pacific Region

Date: July 7, 2016
Person Contacted: Vernon David (Pilot)
NTSB Accident Number: WPR16LA113

Narrative:

During a telephone conversation, Mr. David reported that he had been flying about 3.5 hours on the day of the accident. During the conversation, he stated that the engine started running rough because he had ran the right fuel tank out of fuel. He moved the fuel selector several times during the emergency descent and turned the boost pump on and off several times, but the engine would only sputter. He said that his thought was that he did not leave the fuel selector on the left tank long enough to re-prime the system.