



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

JEFF DOW

The pilot recalled that prior to departure he had 66 gallons of fuel onboard. After the accident, he removed the top wings. He found about 3-4 gallons of water and fuel (small amount) in the upper right wing and only water in the upper left wing. Due to the submersion of the airplane, it could not be determined if water was in the fuel tank prior to the accident and the fuel system could not be examined. The pilot additionally noticed that the ground wire on the electric pump was loose, but was unsure if it was a result of the impact and thought that the engine-driven fuel pump should have still been operational.

ROBERT SHAFER

Sent: Wednesday, March 8, 2017 3:10 PM

Subject: RE: N41663 Accident

Good afternoon Zoë,

Thank you for the insight on this investigation. I think it is informative to say the least that the pilot found the ground wire on the electric pump loose. If this connection was loose during the accident flight, it would align itself with the pilot's explanation that he could not get the low fuel pressure light to extinguish. Although to me it wouldn't explain it completely as the engine driven fuel pump should have been operating. I would be interested to know if the engine driven fuel pump failed as well.

As far as who usually tests the systems in question I can't really say. Typically I think we allow a qualified mechanic of the pilot's choosing to disassemble any components and ask that we be given the opportunity to be present for disassembly and any tests authorized or approved. I do have two airworthiness inspectors here in the office that have said that they would be glad to assist in the investigation when their respective schedules allow. Because the pilot is an active 121 pilot with a full schedule, I'm not sure if their respective schedules will line up. In any case, maybe the pilot would be willing to coordinate with us when he disassembles the engine driven fuel pump? I will try and contact the pilot and see that might be possible. I will let you know.

Zoë Keliher
Air Safety Investigator
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