



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher:

The following is a summary of conversation:

DALE LOVELL

The pilot, who is also an A&P, stated that his partner topped off the fuel after taking the flight the Tuesday prior to the accident. The pilot visual confirmed they were full prior to takeoff. He departed Austin with the fuel selector on the main tanks. After reaching a cruise altitude of 7,500 ft, he changed the fuel selector to the auxiliary fuel tanks using the fuel pumps. After about 45 minutes, he switched back to the main fuel tanks. While in cruise flight, doing nothing unusual, the right engine suddenly surged and there was a major yaw. He retarded the left engine throttle in an effort to counteract the yaw and stabilized the airplane. He briefly attempted to try switching to the auxiliary tank, but the engine did not start and he elected to land immediately. He never has used the cross feed option, nor did he attempt to do so. After the accident, he looked in the main right tank and thought it was empty which he stated confirmed there was a leak. He thought it was maybe a problem with the bladders, but didn't know.

Zoë Keliher
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