



RECORD OF CONVERSATION 7/24/2021

All persons listed were interviewed by James Bledsoe or the FAA Inspectors

The following is a summary of conversation:

MADISON STIEBER [REDACTED]

Ms. Stieber previously resided in Bend Oregon but relocated to Colorado Springs Colorado. After multiple attempts to contact her, I finally reached her on July 24, 2021. When asked if she knew what caused her accident, she did not know the answer. The FAA stated she had insufficient fuel for the flight and did not meet the minimum requirements for VFR fuel reserve.

I explained to Ms. Stieber that Cessna recommends minimizing uncoordinated flight or slip maneuvers when the fuel level is less than 1/4. Her interview indicated that she was aggressively slipping the aircraft during her approach to landing and was not aware about the warning.

We also discussed fuel outlets in various models of Cessna 172s. Per Andrew Hall from Cessna, older versions of C172 airplanes only have one fuel outlet per wing. Later model Cessnas were upgraded with multiple fuel outlets to mitigate fuel starvation during maneuvering flight. She was unaware of this.

We concluded the phone call by talking about the importance of proper fuel planning and fuel management. She stated that she had plenty of fuel. Additionally, we talked about the importance of a stabilized approach and good decision making regarding go around procedures. She stated that her slip maneuvers to land were conducted exceptionally well.

I recommended to Ms. Stieber that she review Cessna's pilot safety supplement which talks specifically about flight coordination versus fuel flow. I also recommended that she become very familiar with the systems of the aircraft that she operates. She stated that if the information is important, it should be published in the POH and placarded in the cockpit.

I followed up the email and asked her if she had any questions or disagreements with our conversation. I asked her to feel free to contact me with any questions.

James Bledsoe
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