



RECORD OF CONVERSATION

Zoë Keliher

Person Contacted: John Frank

Date: October 05, 2004

Time: 1000

Phone: [REDACTED]

Subject: LAX02LA151 ; Cessna 210, N888GB, Flagstaff, AZ

The following is a summary of statements made by Mr. Frank:

Mr. Frank, the president of the Cessna Pilots Association, stated that the Cessna 210 series has an extensive history of vapor lock issues. He stated that almost ten years prior he, and other members from the Cessna Pilots Association, did broad research on the vapor lock issues in the 210 aircraft, by replacing the fuel feed lines with clear fuel feed lines to observe the vapor forming and its corresponding behavior. He recalled that although the rear doorpost fuel feed line was larger in diameter, the vapor continued to block the line, disrupting fuel flow and eventually the engine experienced a loss of power.

He further stated that in effort to recover from vapor lock a pilot merely has to switch the fuel tank and activate the fuel boost pump, which will restart the engine in several seconds.