



## RECORD OF CONVERSATION

**Timothy N. Sorensen**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: December 9, 2021**  
**Person Contacted: Ron Widner**  
**NTSB Accident Number: CEN22LA065 – Delta, Colorado**

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### **Narrative:**

Mr. Widner was demonstrating the airplane to a prospective buyer. After completing a touch and go about 200 feet agl, the engine lost power. He changed fuel tanks and activated the fuel boost pump; however, engine power was not restored. The airplane sustained fuselage damage during the accident sequence.

Mr. Widner noted that the flight was about 30 minutes long, and the right main fuel tank was selected for the entire flight. He visually checked the fuel levels of each tank before the flight; although, he did not dip the tanks. After the accident, the right main fuel tank was empty. He added that the fuel gauges were not reliable and had been worked on previously. The fuel tank float/sender units were rebuilt during the most recent annual inspection. He commented that the power loss was likely due to fuel mismanagement.

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