

From: [tom corkran](#)
To: [Price Noreen](#)
Subject: Re: NTSB Investigation
Date: Thursday, July 20, 2017 5:16:37 PM

Hi Noreen,
See answers after each question:

Sent from my iPhone

On Jul 20, 2017, at 1:07 PM, Price Noreen [REDACTED] > wrote:

Mr. Corkran,

Please fill out the attached NTSB Form 6120 and email, mail or hand carry back to me. You can fill and sign it electronically. Please read the directions and be as complete as possible.

Hi Noreen. I filled out the 6120 form and have already mailed it to you at the address on the form 6120. I provided Greg a copy of the narrative to avoid having to write two up per his direction.

We did not discover what caused your power loss at our examination. There was not much fuel in the right tank, but enough to run the engine. The left tank was virtually empty. Continental has an Air Safety Investigator here August 3 and 4. I would like to turn the engine on the airplane on August 4 at 9am. I welcome your participation and I would also like Sean Liney to participate. I talked to him briefly. If the engine won't start or run normally, then we will disassemble and investigate further. After that, I can release

Sean will be there for sure and I really want to be - I have family in town and hope my schedule allows. I will let Sean know.

Will that schedule work for you?

I hope so. Really want to be there.

I also have some follow up questions. You can fill the answers in here or give me a call at your convenience:

- [What day did you fly north to Lake Louise?](#)

Tuesday July 11.

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- What day did you fuel the plane?

July 11

- How many canisters did you use? How large were the canisters?

4 5gallon jugs

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- Did you program 62 gallons into the fuel flow monitor prior to departing Campbell Lake? Was that quantity based on the dipstick or the quantity indicators or canister quantity?

No, I don't rely on fuel meter for fuel levels - only for leaning purposes based on EGT and CHT values throughout flight. I rely on manual fuel checks. I want to see it. I don't rely on in-Board gas gauges either.

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- Is your dipstick calibrated for your airplane? (185 w/ long range tanks)

Visual check. Did not use a dipstick.

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- What fuel flow were you flying at prior to the loss of power? (what do you normally cruise at?)

I cruise anywhere between 12.8 to 14.1 gph in normal cruise. Usually 13.4 give or take. I was in mid 13's when incident occurred and I know this because I had just moved my eyes down to check for a few seconds and saw the erratic values prior to engine sputtered at a value of 4+. It went from 13+ to 11+ to 8+ to 4+ in rapid succession.

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- During your emergency: Did you attempt to restart the engine?

No. When it finally quit I was rapidly losing altitude and by that time was zeroing in on my spot at a few hundred feet so I wholly diverted my attention to flying the airplane.

- Did you activate either auxiliary fuel pump?

No. By the time the engine quit I was essentially on a final.

- Did you perform (if time permitted) any emergency landing procedures?

No time. I determined that I did not have time for mayday as As soon as I found my spot, my plan was landing close enough to bluff homes with people who could easily get to me if I had problems and I also did not want to divert any of my attention from flying the airplane. It demanded my full attention setting up for this controlled emergency.

- What was the mixture set at?

Set at the cruise setting, however throttle was fully firewalled during failure time and was continuously pumped to get the engine to continue, which it did, and briefly picked up at 15.6gph before faltering for good on final. At that point I was rapidly setting up for final stages of emergency landing.

- Throttle?

Wide open until no longer responding. See above.

- Fuel shut off valve?

Both selected. Checked as soon as issue arose and verified in correct setting.

- Master?

I shut master off after landing as the lights/beacon and all electronics were still on and I was worried about possible fuel leaks.

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- What flap setting did you land with?

Greg said flaps were in at 10%, however, I did not knowingly apply flaps for fear of a stall. I was consciously thinking about this. He and I talked about this but we didn't clear this up. My speed right before touchdown last time I looked over was 65 mph directly before slight flare and touchdown. Not sure how or if flaps got deployed later (if they did), however, afterwards I had to get out, then the firemen were in there spreading pads around the cabin for 20-30 minutes and I eventually had to squirm in there and reach behind the firewall and in the pilot area eventually to retrieve registration, airworthiness certificate and other paperwork. It easily could have been moved as I did not apply any flaps due to my air-speed and stall concerns. I had the wind in my favor with west wind at 10 and I knew that.

One more thing. I have been playing with gas and certain variables i know. On 6/26, after fueling, I was fully loaded/topped off with fuel at 84 or max. This is absolute. From there I gassed the airplane once and have the receipt for 20 more gallons. This is absolute per time stamped receipt. I flew a total of 5.5 hours. This is also an absolute per hours meter. Giving it a generous burn rate of 16 gph average (and I think I'm probably lower as I cruise at 13+ - see above) that means after the math, I should have had 15-16 gallons remaining, or 9-10 usable,

giving me time to get home plus reserves of 35 minutes. I was 26.6 miles from Campbell lake at the site and burning 13 gph in cruise at 130 mph with lower fuel use when in pattern to land and reduced power. I figure 2.6 - 3.0 gallons to get home. This all makes sense to me. What doesn't make sense is why it all migrated to the right wing.

I really want to know why there was zero in left tank and rest was in the right tank. Thanks for not giving up. I have to fly in that again and I want to have more confidence than giving up and effectively saying 20% of my fuel tank (which is almost exactly what 16 gallons is) is now considered unusable instead of 6.....makes no sense to me. Thank you.

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Thank you for your time,
Noreen

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