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Pilot statement
N3650B

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My Name is Warren Simpson
on Wed. May 8th I WAS
Delivering AN Air tractor to
ANAHUAC Texas to Mr Ronnie
Brown. The Fuel System is
A gravity Feed to A center
(Low Mounted) Header tank Pulling
From Both the Left + Right Wing
TANKS ~~Together~~ Together there
is no Fuel tank L+R Selector
the Fuel Valve is ON or off so
the Pilot never touches it. The
AIRCRAFT HAS been operated by
myself working it in FLA. For the
Past few Months. I Have observed
the Left Fuel tank Always Feds
Faster - therefore on spray operations
we usually just added fuel to Left
tank to maintain ~~enough~~ enough fuel
for each spray load. Often Left tank
would according to gauge be lower than
Right + upon Fueling would find this to
Always be the case.

After Calculating my normal Fuel
Consumption Approximately when working
AIRCRAFT. On AN Average we estimate

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SHE Burns Approx. 40 gal per/Hour
Working HARD. Left + Right tank
Fuel Capacity ARE 63 gal/us
total of 126 + Heavier tank
Quantity.

For Fearing purposes WE Concluded
we had 3 Hrs of usable Fuel / $2\frac{1}{2}$ with
A Safety. ~~WE HAD 3 HRS OF USABLE FUEL / 2 1/2 WITH A SAFETY.~~
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Leading up to the Accident I noticed
Fuel was not being burnt as usual
Faster from Left tank. I Had Departed
Slidel with Full Fuel For A 300 mile
2Hr trip. Out over the Swamp + ~~nothing~~
~~open~~ No strips or towns in sight
I swapped gauge on DASH to check Fuel
Quantity in Right tank (Single gauge shows
L/R Quantity one at time) I was Concerned
+ Surprised to see Right tank showing
Lower than Left. I immediately made
Plans to Cut trip short of Destination
+ ✓ out Further or ADD Fuel. I Followed
Interstate being only 8 minutes From
My Destination (Final) New Destination of
Worce Airport that I'm Familiar with
was in sight. I Approached North end

Date 5/10/17

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of Runway For A Short Final,
HAD been Monitoring Fuel Pressure
Gauge - no Fluctuations. Rolled slightly
Right AWAY From Interstate
(observing Cow Pasture to my Right)
AND WAS Rolling Left AS I Applied
Some Flaps To Slow Down For
Touchdown. At that Moment - give
on take - I Heard Nothing - Silence -
No throttle Response. Engine Had Died
~~There was no fuel in the tank~~

SINK Rate WAS Surprising, Realizing the
AirStrip WAS too FAR at this point I
opted For the Cow Pasture on North
Side of Interstate. To the best of my
knowledge I had my Hand on the Flap
Switch + broke off in my Hand upon
Impact. We hit Left wing Low the
gear (left side) give way + Absorbed
impact then slid less $\approx$ 100 FT
NO Injuries NO Damage to other
property. NO Spill of Liquids or
Fuel.

It is my belief ~~the~~ Engine Died
From Fuel Cavitation AND or Starvation
From Unequal Fuel Quantities. We Had
3 Hrs Fuel onboard For A 2 Hr 300 mile Leg.