

From: Brian J Weber [REDACTED]
Sent: Tuesday, August 05, 2014 12:03 PM
To: Scott Arnold
Cc: Troy.Fields [REDACTED]; Mike Council [REDACTED]; Jan Smith; Certification
Subject: Wann, OK

Hello Arnold,

The fuel capacity of this model is 80 gallons. Of that, 74 gallons are usable. Based on my calculations, the flight from 6M2 to K38 would have required approximately 28 gallons of fuel. Also, the flight from K38 to the point of the loss of power would have required approximately 26 gallons of fuel. This means that the total fuel consumption from 6M2 until the loss of power would have been approximately 54 gallons.

Do you have a weight and balance for the aircraft? Based on the large volume of cargo the airplane was hauling and the three occupants on board, I would hypothesize that the airplane was limited on the fuel weight in order to remain below MTOW, which is 3650 lbs. for this aircraft. This could have required the pilot to load less than full fuel (assuming that he would not take off over MTOW).

Another anomaly I have noticed is that according to FlightAware data, at approximately 1:02 P.M., the airplane's ground speed began to drop off significantly, to as low as 41 knots. During this same time period, the altitude dropped from 5,100 ft. to as low as 4,800 ft. At 1:06 P.M., the airspeed began to increase, and the airplane returned to 5,000 feet. I know that FlightAware data can sometimes be inaccurate, but did the pilot mention any other power interruptions during the flight, or mention anything about his reduction in ground speed?

Best regards,

Brian J. Weber
Air Safety Investigator