

From: Mike Council [REDACTED]
Sent: Wednesday, August 06, 2014 8:10 AM
To: Scott Arnold; Troy.Fields [REDACTED] jan smith [REDACTED]
Cc: Weber, Brian [REDACTED]
Subject: RE: Wann, OK

Arnold,

According to the Pilots statement, he departed K38 with approximately 20 gallons in each tank. I am curious as to how he actually estimated that quantity. His airplane is equipped with fuel cells located in each wing with a visible measuring tab attached to each filler neck. The bottom of the tab indicates 27 gallons of usable fuel and the detent slot on the tab indicates 32 gallons of usable fuel.

If the left fuel tank is selected, the engine driven fuel pump delivers more fuel than the engine needs. The excess fuel is returned to the left tank (or the fuel tank selected).

In my experience, if you run a tank dry, it may take several seconds before the engine restarts once the fuel selector has been repositioned and that assumes that there is fuel available in the tank selected. If the left fuel tank was not run dry, there is no reason that I can think of that would prevent the engine from restarting once the fuel selector has again been selected to the left tank. At the accident site, we found only residual fuel in the left tank which was not breached in the accident. Of course, the right wing was severed and no fuel was found in the badly damaged right wing. We even opened the fuel bladder by removing an inspection cover and found only residual fuel in the left tank. No evidence of fuel spillage was evident from either wing either as fuel odor or scoured grass, etc.

Last fuel purchased, 46.010 gallons, was at the Horseshoebend Airport, Horseshoebend, Arkansas.

Best regards,

Mike Council

Air Safety Investigator
Continental Motors, Inc.