



RECORD OF CORRESPONDENCE

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Person Contacted: Richard Terrell; Federal Aviation Inspector; Wichita FSDO
NTSB Accident Number: CEN15LA117

Narrative:

According to a Federal Aviation Administration (FAA) Inspector from the Wichita Flight Standards District Office, the airplane was located in a field approximately 645 feet east of a second power line pole north of the intersection of County Road 10 and County Road 71. From the power line pole, in the direction of the aircraft, the left main gear torque links were at 50 feet, the left main landing gear door was at 72 feet, the initial impact of the airplane from the left main landing gear was at 236 feet, a left propeller strike at 267 feet, right propeller strike at 275 feet, nose landing gear impact at 269 feet, pieces of power line pole and power wires at 420 feet, left gear trunnion assembly and wheel at 440 feet, airplane at 645 feet. Approximately 6 feet of the power line was wrapped around the left gear trunnion assembly. Airplane antennas were found at various locations from the aircraft impact to where the airplane came to rest. The left and right propellers strikes were found to indicate they were rotating.

There was no damage to the primary flight controls with the exception of the left aileron. Flight control continuity was checked and all flight controls were able to fully travel, including the trim controls. All engine controls were checked for travel and the left and right engine controls were operational and checked at the engine compartment for continuity. All controls were fully functional.

At the airplane location, there was no apparent fuel smell or any indication of fuel found on the ground. The airplane was sitting at a slight left wing down angle. The left and right outboard fuel tanks were placarded for a 40 gallon capacity; no fuel was visible from looking into the tank from the fuel cap. Approximately two inches of fuel was found in the left inboard fuel tank, placarded for a 56 gallon capacity, and no fuel was visible in the right inboard fuel tank, also placarded for a 56 gallon capacity.

Cockpit switches and fuel selectors were found in the off position. When power was turned on, the left and right outboard fuel tank indicated empty when selected, the right inboard fuel tank indicated empty when selected and the left inboard fuel tank indicated half full when selected. All circuit breakers were found in and no other abnormalities were found in the cockpit. The left engine throttle control was found in the cutoff position and propeller in the feather position. The right engine throttle controls was found forward in the power position and the propeller control was found forward in the power position. The gear handle was found in the down selected position.

Following the airplane's recovery to a salvage facility, further examination of the airplane fuel revealed that there was no fuel found to the left engine, however there was approximately two teaspoon of fuel found in the inlet line to the fuel strainer for the right engine. Fuel was sumped from the left and right outboard fuel tanks; approximately one quart of fuel was found in each tank. The inboard fuel tanks were sumped; approximately 35 gallons of fuel was found in each tank. There was a very minute amount of water found in the left inboard tank sump and very minute dirt/contamination found in each sump. The fuel selector valves were checked for continuity from the cockpit, there was no abnormalities found, the selector would allow each tank position to physically be selected.

The FAA Inspector stated that at no point did the pilot indicate he tried to restart either engine, check fuel gauges, or check the fuel selector position.