

Memorandum of Conversation



Date: 22 March 2016
Time: 0900 central daylight time
Conversation Including: FAA Inspector Drew Holmes
Conversation Regarding: CEN16LA115, N2714T
Duration of Call: 5 Minutes

Summary & Factual Information from Conversation:

FAA Inspector Holmes observed that the accident airplane had ample fuel available in the two main fuel tanks. The fuel quantity indicator for the right main tank indicated about 3/4 of a tank. The fuel quantity indicator for the left main tank indicated about 1/4 of a tank. Each main tank had a total capacity of 40 gallons. There was residual visible fuel in both tip tanks, possibly 1 gallon, with the tip tank indicators reading empty. Inspector Holmes supervised Mr. Wright (pilot/owner) drain approximately 9 gallons of fuel from the left main tank, of which a majority of which was returned to the left main tank. Mr. Wright told Inspector Holmes that he had refueled the aircraft in LOU the previous week and the flight to UMP was the only flight completed before the accident flight. The pilot did not recall the exact amount of fuel that he purchased in LOU. When I commented that the pilot had estimated that he had departed on the accident flight with 40 gallons of fuel (about 30 gallons in the right main and 10 gallons in the left main), Inspector Holmes stated that, considering the amount of fuel after the accident, the pilot likely underestimated fuel quantity before departing on the accident flight.

--- end of conversation summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _
Dated: _ 22 March 2016 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator