

Fox Todd

From: Fox Todd
Sent: Monday, March 07, 2016 6:54 PM
To: Aaron Wright
Cc: drew.holmes[REDACTED]; Russell.Talbot[REDACTED]; Fox Todd
Subject: RE: CEN16LA115 ~ Seymour, IN ~ Beech model V35, N2714T
Attachments: Pilot Statement.pdf

Mr. Wright,

As per our telephone conversation this evening... attached is the typed-statement that I referenced when I prepared my preliminary report. The last sentence, "*We came to rest without impact, I cut off fuel and we all got out.*", is where I got the impression that you had turned-off the fuel selector. As we discussed, in future reports, I will stated that you moved the "*mixture control to idle cut-off.*"

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Fox Todd
Sent: Monday, March 07, 2016 6:07 PM
To: Aaron Wright
Cc: drew.holmes[REDACTED]; Russell.Talbot[REDACTED]; Fox Todd
Subject: RE: CEN16LA115 ~ Seymour, IN ~ Beech model V35, N2714T

Mr. Wright,

I'll address these issues and make any necessary corrections and/or additions to the forthcoming Factual Report.

Thank you for providing additional details concerning the fuel selector position... Most post-flight engine shutdown procedures include moving the fuel valve to OFF... I mistakenly thought that you had fully secured the airplane after the accident... again, I will correct this in the next report version.

As for the engine run... FAA Inspector Holmes reported that there were no anomalies experienced during the operational test run that prevented the engine from developing maximum static RPM, nor were there any anomalies that caused the engine to cease normal operation. He did mention the change in idle speed and that you believed there was a slight hesitation as engine power was increased.

I'll discuss everything with Inspector Holmes before I close out my final reports.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Aaron Wright
Sent: Monday, March 07, 2016 5:30:27 PM

To: Fox Todd
Cc: [drew.holmes](#) [REDACTED]; [Russell.Talbot](#) [REDACTED]
Subject: Re: CEN16LA115 ~ Seymour, IN ~ Beech model V35, N2714T

Mr. Fox,

Thank you for your feedback & the details on how to access the preliminary report. I wanted to address a few discrepancies/inaccuracies in hopes that you can still correct them.

Most notably, the preliminary report states that I reported moving the fuel selector handle to the OFF position before evacuating the aircraft. This is NOT the case. I never moved the selector to the OFF position nor did I say or report doing so. I did pull the mixture to "idle cutoff" which is part of the normal shut down procedure. This is a very important distinction considering the circumstances. As inspector Holmes will likely attest, the fuel selector was exactly where I'd left it, on the right main.

The only time I positioned the selector in the off position was when inspector Holmes requested I do so during the run up test performed post accident on Weds 3/2/16.

The other point I wanted to clarify was the results of the aforementioned test during which the plane a) took a few cranks to start and b) inexplicably lost/dropped ~200rpm during the warm up and again during the max power scenario. It also ran abnormally rough for the first few minutes. All of these seemingly minor anomalies were uncharacteristic and contradict your statement that the plane ran without any anomalies.

Are these things which can still be corrected even in your preliminary report? Please advise.

Thanks in advance,
Aaron Wright

On Mar 7, 2016, at 8:11 AM, Fox Todd [REDACTED] wrote:

My apologies... I mistyped FAA Inspector "Wright"... obviously, I meant FAA Inspector "Holmes"

Now corrected below.

From: Fox Todd
Sent: Monday, March 07, 2016 7:06 AM
To: 'Aaron Wright'
Cc: [drew.holmes](#) [REDACTED]; Fox Todd; [Russell.Talbot](#) [REDACTED]
Subject: RE: CEN16LA115 ~ Seymour, IN ~ Beech model V35, N2714T

Mr. Wright,

Thank you for providing the completed NTSB accident report...

FAA Inspector *Holmes* and I discussed the successful engine operational test run last week, and we do not intend to conduct any additional examinations. As such, the entire airplane is released back to you and your insurance company for any required repairs.