

Memorandum of Conversation



Date: 2 June 2016
Time: 1500 central daylight time
Conversation Including: Paul Yoos, Textron Aviation (Beech)
Conversation Regarding: CEN16LA115, N2714T
Duration of Call: 25 Minutes

Summary & Factual Information from Conversation:

A turbo-charged engine, a separate low-boost auxiliary fuel pump, and wingtip fuel tanks were installed, in conformance with supplemental type certificates, at the factory during the original manufacture of the airplane. When equipped with a turbo-charged engine, the airplane is often referred as a Beech model V35TC.

A standard Beech model V35, with a normally aspirated engine, is manufactured with one auxiliary boost pump, p/n 4140-00-39, which is activated to either ON or OFF. Supplemental Type Certificate (STC) No. SA1035WE adds, in addition to other items, a low pressure auxiliary pump, p/n 4140-00-103. The auxiliary pump activations are then controlled by a switch placarded HI-OFF-LO. The original factory auxiliary fuel pump is designated as the "high-boost" when the low-boost auxiliary fuel pump installed. During flight, the high-boost auxiliary pump is not to be used unless there is a sustained loss of fuel pressure (i.e. failure of the engine-driven fuel pump).

The Beech model V35TC Owner's Manual states that when there is a loss of engine power, the auxiliary fuel pump should be used momentarily until engine power is regained. However, if engine operation does not improve within a few moments, the auxiliary fuel pump should be turned off. The airplane flight manual supplement associated with the turbo-charged engine installation stipulates that if a fuel tank becomes fully depleted, the low-boost auxiliary fuel pump should be turned on while changing fuel tanks; however, the auxiliary fuel pump should be turned off once engine restarts. Additionally, the flight manual supplement cautions that operating with the high-boost auxiliary fuel pump turned on, with a functioning engine-driven fuel pump, can produce an over-rich fuel mixture and a partial or total loss of engine power.

The airplane flight manual (AFM) reflects limitations, restrictions, and operational guidance for the original type certificated Beech model V35 operation; however, there was an AFM Supplement issued in conjunction with STC No. SA1035WE that provides updated limitations, restrictions, and operational guidance. As such, the STC AFM Supplement is the controlling document for those subject areas that have changed from the original airplane AFM.

The accident airplane was placarded against takeoffs with less than 13 gallons of fuel in each main tank; however, there is no prohibition against using all useable fuel from a main tank during the other phases of flight. The placarded fuel requirement for takeoff is to prevent a fuel tank outlet from unporting due to excessive fuel migration and sloshing that can be experienced during the takeoff phase.

--- 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: _ 2 June 2016 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator