

Rodi Jennifer

From: Craig Caddell [REDACTED]
Sent: Monday, October 24, 2016 3:54 PM
To: Rodi Jennifer
Subject: Re: N7663Y

Good afternoon Ms Rodi,

I will answer the questions in the order you asked them and number them the way you numbered them to avoid confusion and add simplicity.

1. This is my best guess because I am not exactly sure with how many gallons in each tank was added because I was mainly concerned that both main and aux tanks were topped for the flight from Marfa, TX to Mineral Wells, TX. From what I can remember each aux tank received around 8 gals and each main was very little a couple gals. I did not add to the tips because I burned those off on the way from Temple to Marfa. I knew if I added fuel to them with the mains and aux, I would be overweight.
2. I did not add fuel to the tips. I would guess a gallon or two remained from flight from Temple, TX to Marfa, TX.
3. No. I did not use the tip tanks from Marfa, TX to Mineral Wells, TX. I only used them from Temple, TX to Marfa, TX.
4. I estimate 3-4 gallons in each aux tank and 18 gallons in each main tank.

Thank you for your time!

Sincerely,

Craig Caddell

On Oct 24, 2016, at 3:04 PM, Rodi Jennifer [REDACTED] wrote:

Mr. Caddell,

I have a few additional questions for clarification:

1 - When you fueled the 19 gallons in Marfa, how much was placed in each tank? That is, on the telephone I believe I recall you stated that you "topped" the aux tanks and the tip tanks. Is this a correct recollection? And do you recall how much was placed in each tank?

2 - I want to confirm that you did not add any fuel to the main tanks in Marfa and you estimated between 7 and 10 gallons in each tank?

3 - I want to confirm that you did not use the tip tanks during the flight from Marfa to Mineral Wells?

4 - How much fuel did you estimate was in each tank during your approach to Mineral Wells?

Thank you again for your time!

Jennifer Rodi
NTSB
Denver, CO

From: Craig Caddell [REDACTED]
Sent: Wednesday, October 19, 2016 11:09 PM
To: Rodi Jennifer [REDACTED]
Subject: Re: N7663Y

Ms. Rodi,

Thank you for your kind e-mail. I'm sending this e-mail to describe my flight from Temple, TX (KTPL) to Marfa, TX (KMRF) then on to Mineral Wells (KMWL). I took off from Temple, TX with a 114 gallons usable on September 21st. I took off from Temple on the main tanks. After take off I switched over to the aux tanks using the mechanical fuel valve. I then switched the little silver switch to burn fuel out of the tips. I climbed to an altitude of 6,500 initially. I used the Shadin fuel flow to lean each engine to 8.7 - 8.9 per gal per hour at level cruise. I flew like that for an hour twenty minutes then flipped the little silver back to burn fuel out of the aux tanks for the duration of the flight which was an additional hour ten minutes. West Ozona, TX (KOZA) I climbed to 8,500 feet to keep a safe altitude for terrain. My fuel flow was roughly the same as it was at 6,500 feet. On my decent to the airport I advanced my mixtures to full rich around 6,000 feet and before entering the traffic pattern I switched the mechanical fuel valve back to the main tank for landing. At Marfa, TX I took on fuel to fill the aux and main tanks. My planned flight time to Mineral Wells was two hours twenty min. I took off from Marfa, TX on my main tanks and once clear of terrain, I switched to the aux tanks. I climbed to 7,500 feet and again used the Shadin fuel flow to lean to 8.9 gal. A little past San Angelo, TX (KSJT) I switched back to the main tanks using the mechanical fuel valve and kept it in that position. On my decent to Mineral wells I leveled off at 3,500 feet at 15 miles from the airport. I advanced mixtures to rich and around 7-10 miles out, my right engine began to serge. I turned on both electric fuel boost pumps and declared a emergency on the local CTAF. My fuel gauges did not indicate anything out of the normal and I also could also make out that my right engine still had 16 inch of manifold pressure. Since I had that and I was able to maintain altitude and control of the aircraft, I elected not to shut down the right engine. I made a turn slightly to the north of the airfield to maneuver for final. About a mile final my left engine started to do the same thing as my right did it was at that point in time I started to loose airspeed and I knew the I was not going to make the runway. I announced to my passengers we were not go to make the runway and brace. I quickly found a place to land which was at my 1:00 position to the runway. I sacrificed altitude for airspeed and also wanted to get as low to the ground before intentionally stalling the plane. I did this to keep the plane in clear land and not to hit trees. After we crashed I was fear struck because of a possible fire. I did my best to manipulate the mechanical fuel valves to the fuel off position. This was very difficult because I had blood in my eyes from my forehead hitting the glare shield and then exited the plane after the passengers were out. This is all I remember from this event. Should you have any questions, I can be reached at [REDACTED]. Thank you for your time.

Sincerely,

Craig Caddell
Chief Pilot
JF Air Traffic, Inc.
[REDACTED]

On Oct 18, 2016, at 6:52 PM, Rodi Jennifer [REDACTED] wrote:

Good Evening Mr. Caddell,

Thank you again for your time this evening. I pray that you continue to heal safely from your injuries.

My email address is [REDACTED] - my remaining contact information is in the signature field below. Do not hesitate to contact me if you think of anything pertinent or if you have questions.

I will remain in touch through the course of the investigation and will be in touch should I have further questions. I appreciate any details that you can provide to me regarding the entire trip and your fuel management situation.

Best,

Jennifer S. Rodi, Ph.D.
Senior Air Safety Investigator
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239

[REDACTED]

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