

From: Mayer, Brannon [REDACTED]
Sent: Monday, March 13, 2017 2:10 PM
To: Christopher.L.Kennedy [REDACTED]
Cc: CLang [REDACTED] Scott Arnold [REDACTED]
Subject: Re: Meeker, CO, N5VK

Scotty,

I don't think the wing tanks (wet wing) were breached.

The Helicopter pilot said the plane was too heavy to lift in one piece. One possibility is the melting/freezing snow/ice buildup in open areas of the fuselage, wing and in the flight control surfaces.

The wing was cut off and shipped back to Phoenix upside down. All drain holes and openings on the wing are on the bottom. When we flipped them over to examine them all the liquid ice drained out.

The corrosion and debris in the gascolator and fittings looked like it had been there for a while.

No issues noted with the airframe.

Odd separation of the prop governor cable end.

Brannon

On Mar 13, 2017, at 2:03 PM, [Christopher.L.Kennedy](#) [REDACTED] wrote:

Yes, that's what I was thinking. The rust on the inside of the pipping to and from the gascolator seemed to be un-normal, which brings be back to the fuel being contaminated, and with the large amount of water how is it to say that it came from the fuel truck but no other crashes took place because there is a lot of water in the wings and the seals on the caps looked fine.

Best Regards,

Christopher L. Kennedy
Geographic/Airworthiness
Aviation Safety Inspector
Scottsdale FSDO
Scottsdale, AZ. 85255

From: Chris Lang [REDACTED]
Sent: Monday, March 13, 2017 12:57 PM
To: Kennedy, Christopher L [REDACTED]; SCOTTA [REDACTED]
Cc: [REDACTED]
Subject: RE: Meeker, CO, N5VK

The SIU failures should have nothing to do with the engine running and the aircraft not maintaining flight.

The SIU could induce the erratic engine indications on the MFD, but once the engine is started, it only needs good, clean fuel to run.

Chris

From: Christopher.L.Kennedy [REDACTED]
Sent: Monday, March 13, 2017 1:31 PM
To: SCOTTA [REDACTED]
Cc: Chris Lang <CLang [REDACTED]>; bmayer [REDACTED]
Subject: RE: Meeker, CO, N5VK

This aircraft in the logs suffered multiple SIU failures recently before accident, not sure if this would dramatically make the aircraft fail to maintain flight but does co-inside with the statement of erratic engine indications. Troubleshoot and removed and repaired and reinstalled same unit on 26 Oct 2016 and 29 Dec 2016 w/ work orders from Arapahoe Aero and Radiant Power Corp.

Best Regards,

Christopher L. Kennedy
Geographic/Airworthiness
Aviation Safety Inspector
Scottsdale FSDO
Scottsdale, AZ. 85255

From: Scott Arnold [REDACTED]
Sent: Monday, March 13, 2017 12:22 PM
To: Kennedy, Christopher L (FAA)
Subject: RE: Meeker, CO, N5VK

Thank you, Chris.

From: Christopher.L.Kennedy [REDACTED]
Sent: Monday, March 13, 2017 12:06 PM
To: Scott Arnold [REDACTED]
Subject: RE: Meeker, CO, N5VK

It is interesting, but both of those wing tanks were breached at impact so it would be hard say if water came from the truck or not. I am thinking it is residual rain from the trailer ride back to AZ or from just sitting up there on the mesa for so long and the snow melted. I was not at the accident site so I cannot confirm if there was snow on the ground or not.

Best Regards,

Christopher L. Kennedy
Geographic/Airworthiness
Aviation Safety Inspector
Scottsdale FSDO
Scottsdale, AZ. 85255

From: Scott Arnold [REDACTED]
Sent: Monday, March 13, 2017 11:58 AM
To: Kennedy, Christopher L (FAA); Chris Lang; Mayer, Brannon [REDACTED]
Subject: Meeker, CO, N5VK

Gentlemen:

I assume you have received both Chris Lang's and Christopher Kennedy's reports on the examination of N5VK. Both reports were most informative and I appreciate your hard work.

In reviewing Mr. Kennedy's report, I was surprised when he reported "lots of water found in wings," and when the wings were turned over, "a lot of water poured out of the wings." He noted that the "gas tank lid seals were good."

The airplane sat out there on the plateau for about 2 months. If the "gas tank lid seals were good," then where did that water come from? Mr. Ford said the airplane had been topped off on the morning of the accident by TAC Air's fuel truck at PVU. If there was water in the fuel truck, why haven't I heard of any other reports of power losses from airplanes refueled by that truck?

Your comments and insight are welcomed.