

Brannen John

From: [REDACTED]
Sent: Monday, October 2, 2017 6:02 AM
To: Brannen John
Subject: FW: Cessna 177, N35170

Good Morning John,

Here is some additional information regarding the fuel consumption and dynamic leak test on N35170. Please see the email narrative of the tests conducted by Hangar 6 Aviation.

Thank you,

Paul D. Gillenwater
Aviation Safety Inspector-Airworthiness
Federal Aviation Administration
AFG 100 CMH FSO Office
2780 Airport Drive, Suite 300
Columbus, OH 43219
[REDACTED]



**Federal Aviation
Administration**

We strive to provide quality service in all we do. We value your feedback on our service and processes. Please [click here](#) to provide feedback.

From: George Matthews [REDACTED]
Sent: Friday, September 29, 2017 4:32 PM
To: Gillenwater, Paul (FAA) [REDACTED]
Subject: Cessna 177, N35170

E-MAIL COVER SHEET

HANGAR 6 INCORPORATED
REPAIR STATION NO. C6NR592J
GEORGE W. MATTHEWS
GENERAL MANAGER
9645 North Shore Drive
Hillsboro, OH 45133
[REDACTED]

EMAIL: [REDACTED]

DATE: September 29, 2017

TO: Mr. Paul Gillenwater - ASI

SUBJECT: Cessna 177, N35170

PHONE: [REDACTED]

COMPANY: CMH FSDO Office

E-MAIL: [REDACTED]

PAGES including this cover: 1

COMMENTS:

Dear Paul,

The owner and the Flight Instructor of the subject aircraft contacted Hangar 6, Inc. on two separate occasions.

Both of these conversations strongly suggested that it was very highly improbable that this aircraft experienced fuel exhaustion.

After this aircraft was placed in our hangar for your review, we did observe minor fuel stains under this aircraft on the following day.

These findings, potentially indicated that there “May” have been a fuel leakage in the dynamic mode.

In an effort to investigate this further, we secured a fuel container to the cabin roof and ran fuel lines to the LH & RH Fuselage fuel line assembly inlets.

I, personally, started this aircraft with a technician present with a fire extinguisher.

The engine started without difficulty and was run for approximately 10 minutes.

After shutting down the engine, the entire engine compartment was inspected for potential fuel leakage, none were found.

Later, the same day, this engine was again started by me. This time, the fuel selector was positioned to the LH feed and the RH feed.

The boost pump was activated with the fuel selector in the both position as well as the RH and LH fuel feed positions.

The RPM during both engine runs was at approximately 1400 to 1500, the engine ran smoothly in all fuel configurations.

After shutting down the engine the second time, another thorough inspection of the engine compartment was conducted, and again, no fuel leakage was discovered.

The fuel container used for this inspection was transparent and no excessive fuel consumption was observed.

Hopefully, this provided information will serve your intended needs. However, should you have any additional questions or concerns, please do not hesitate to advise.

Kindest Regards,

G.W. Matthews

*George W. Matthews
Hangar 6, Inc.
9645 North Shore Drive
Hillsboro, OH 45133*

