



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: 9/30/19
Person Contacted: Mr. Randy Peckham
NTSB Accident Number: CEN18FA371

Narrative:

Mr. Peckham stated that the airplane had a fuel endurance of 6.5 hours. Since the pilot had put on 106 gallons for fuel before takeoff, he was certain that the fuel tanks had been topped off with fuel.

He stated that the pilot intended to fly to Wisconsin for a trade show concerning his wood processing business. It might have been in Oshkosh, WI. The pilot intended to fly from Carp, Ontario to Port Huron, MI to meet with Customs officials and then proceed to Wisconsin. However, the pilot was delayed for various reasons, including a four-hour wait at Carp Airport for a fuel truck to arrive. He finally departed but then ran into heavy weather and diverted to St. Thomas, Ontario.

He stated that the airplane burned 65 gallons per hour during the climb and 28 gallons per hour in cruise flight.

SOP for fuel management was to depart with full tanks. Turn on the transfer pump for the nacelles and pump them dry. The annunciator light would indicate when that was accomplished. Once below 1/2 tank on the main tanks, then switch to the Aux tank. The Aux tank pumps 2 times the amount of fuel that the engine needs, so the rest gets transferred back to the main tanks. He said the Aux tanks will be empty within 45 minutes.

He stated that if just the main tanks were used, the tank would go from 50 gallons (full) to 25 gallons when the airplane had flown about 3/4 of the flight from Carp to St. Thomas.

He stated that if the pilot climbed to 20,000 ft on the flight from Carp to St. Thomas, it would take 20 minutes to climb to 20,000 feet at a 65 gph burn rate. Then the airplane would burn 28

gph during cruise. He stated that was possible to fly both legs of flight, from Carp to St. Thomas, and from St. Thomas to Port Huron, using just the main fuel tanks only.

He stated that the airplane had the RAM conversion for 335 horsepower. He stated that the airplane cannot maintain level flight on one engine if the landing gear are down and flaps are down (approach flaps). And that's with the propeller feathered. If the propeller is not feathered, the situation is much worse.

With 2 engines operating in the landing pattern with gear and flaps down, it takes 28 – 29 inches of manifold pressure (75% power at 105 kts) to maintain level flight.