

Lindberg Joshua

From: [REDACTED] >
Sent: Thursday, March 1, 2018 7:09 PM
To: Lindberg Joshua
Subject: RE: N803R CEN18LA076

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Hello Mr. Lindberg,

Yes, I can definitely help clear up some of the fuel questions. I am getting better, but it's a slow process. I will be interested to hear what you find from the functional testing.

This aircraft was equipped with an optional auxiliary fuel tank. It's capacity is 20 gal total, 19 gal useable. So the totals for the aircraft are 70 total, 63 useable.

For local flights we normally didn't fill the tanks completely to the brim. This was just in case we didn't burn enough from all the tanks, we wouldn't have fuel spilling all over the hangar from heat expansion. So, I would say there was 22-24 gallons in each main tank and another 15 gallons in the aux tank. This comes out to approximately 59-63 gallons total fob, and 52-56 gal useable.

Fuel flow at full power takeoff is 18gph, and at cruise is 12 gph. On a 1 hour local flight, the fuel flow was anywhere from 8-18gph. To be conservative, I estimate more like 15-16 gallons burned in that hour.

I took off feeding from the left tank. During the descent check just before pattern re-entry, I selected the most full tank, which was the right tank. At the time of the mishap, I would estimate 12 gal in the left tank, 18 in the right tank, and 15 in the aux tank.

I'm trying to think if there is anything else. I hope this answers your questions. If I missed something, or you have any other questions, please don't hesitate to ask.

Thank you,
Luke Simon

----- Original message -----

From: Lindberg Joshua [REDACTED] >
Date: 3/1/18 15:10 (GMT-07:00)
To: Robert Bennett [REDACTED], Luke and Melody Simon [REDACTED]
Subject: RE: N803R CEN18LA076

Hi Luke – hope you're recovering well.

There are some holes in the fuel information I've gathered so far and I hoping you can help me out. Would you please provide a fuel calculation for the accident flight to the best of your memory? I'm interested in amount onboard, total burned in flight, fuel management and switching tanks during flight, etc.

I see that the fuel capacity for this airplane is 50 gallons (POH: 2 25 gallon fuel tanks / 50 gallons total (44 total usable / 6 unusable, 3 per side). On the accident report form the amount of fuel reported at last takeoff was 59 gallons? Fuel receipt: on Jan. 13, 21.7 gallons of 100LL added.

FYI we are planning to have the fuel pump sent for functional testing soon.

Thank you,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

[REDACTED]

From: Robert Bennett [mailto:[REDACTED]]
Sent: Tuesday, February 6, 2018 3:27 PM
To: Lindberg Joshua [REDACTED] >
Cc: Luke and Melody Simon [REDACTED]
Subject: N803R

From : Robert Bennett

For : Luke Simon

Attached is page 5 with more of the Flight Time information filled out.

Luke was able to return home last Friday, but it will be a while before he can start Physical Therapy because of his back injury.

The flight time information he was able to get was from Southwest Airlines records. The family had recently moved to an new home and his personal

logbooks are still packed away.

If you need more information it may be a while before he is able to access his personal records.

Respectfully,

Robert Bennett

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