

Sorensen Tim

From: Victory, Johnny (FAA) [REDACTED]
Sent: Tuesday, July 9, 2019 12:01 PM
To: Sorensen Tim
Subject: RE: CEN19LA194 -- Ft Smith, AR (Beech 23 ~ N3598R)

Tim.

Thought I would offer an update.

I arranged for Dawson Aircraft Services to record the amount of fuel that was recovered from the aircraft when they removed the wings for transport. They stated that the right wing had approximately 3-cups of fuel, while the left wing had approximately 10 gallons.

I travelled to Dawson Aircraft Services in Clinton, AR yesterday and arranged for them to run the engine for us. The aircraft was secured to a flat-bed trailer. We began by connecting a 2-gallon container of fuel to the right wing connection, and a bottle to capture the return fuel on the left side of the fuselage. We selected "Right" engine on the fuel selector valve, operated the boost pump to build up pressure, turned the boost pump off, then started the engine. It started and ran well. We then disconnected the tank, reconnected it to the left wing connection, selected "Left" engine on the fuel selector valve, ran the boost pump to build pressure, turned the boost pump off, then started the engine. It started and ran well. No issues. The fuel also flowed as expected to the return bottle. Also ran a magneto check and it checked good as well.

I am continuing to collect statements and will keep you in the loop. Feel free to give me a call or email with any questions and/or concerns.

Respectfully,


[REDACTED]
Johnny C. Victory
Federal Aviation Administration
Flight Standards Service
Little Rock Flight Standards Office (AFG-LIT-FSDO-11)
1701 Bond Street
Little Rock, AR 72202
Office: 501-918-4400
Desk: [REDACTED]
FAX: [REDACTED]

From: Sorensen Tim [REDACTED]
Sent: Tuesday, July 2, 2019 9:20 AM
To: Victory, Johnny (FAA) [REDACTED]
Subject: CEN19LA194 -- Ft Smith, AR (Beech 23 ~ N3598R)

Good Morning Johnny,