

From: [Sebastian Bätz](#)
To: [Gallo Mitchell](#); [Karge Thomas](#)
Subject: AW: Diamond N215BN Bellefontaine, Ohio; August 12, 2021
Date: Tuesday, May 24, 2022 11:07:48 PM
Attachments: [image002.png](#)
[Data Plot SN 3560.docx](#)

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[Please find attached](#)

Sebastian

Von: Gallo Mitchell [REDACTED]
Gesendet: Dienstag, 24. Mai 2022 15:02
An: Sebastian Bätz; Karge Thomas
Betreff: [EXTERNAL] RE: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

Can you provide a better plot because the plot that is attached is hard to read because of the resolution?

From: Sebastian Bätz [REDACTED]
Sent: Tuesday, May 24, 2022 6:53 AM
To: Gallo Mitchell [REDACTED]; Karge Thomas [REDACTED]
Subject: AW: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

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[Sorry Mitchel, that was my mistake, the data showed the LH Engine 3560.](#)

Sebastian

Von: Gallo Mitchell [REDACTED]
Gesendet: Diensta
An: Sebastian Bätz; Karge Thomas
Betreff: [EXTERNAL] RE: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

You referenced the right engine below, but I am also interested in the left engine. Did the left engine power decrease and can you provide the values over time?

Thank you,

Mitchell

From: Sebastian Bätz [REDACTED]
Sent: Tuesday, May 24, 2022 6:34 AM
To: Gallo Mitchell [REDACTED]; Karge Thomas [REDACTED]
Subject: AW: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

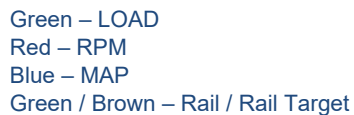
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[Dear Mitchel, Dear Thomas,](#)

[Sorry for my late response:](#)

Does the data show if the left engine decreased in power because the pilot claimed the left engine dropped in power after the right engine quit and what did the power decrease to.

As you can see in the diagram below, first the load was reduced than it was increased and rpm was already at 3500rpm. Than they decreased load to zero and afterwards the engine stopped.



Not at the point where the RH Engine quiet, previously there are some engine related issues like low oil pressure and High MAP but nothing related to the fuel system.

Regarding the FFP bolt at this position should not be removed during any maintenance or bleeding action. There is a description in the repair manual (RM-02-02, see attached) for bleeding the fuel system and measuring the pressure.

Sebastian Bätz

Stellv. Leiter Qualitätswesen | Deputy Head of Quality

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Von: Gallo Mitchell [REDACTED]
Gesendet: Donnerstag, 28. April 2022 18:37
An: Karge Thomas
Cc: Sebastian Bätz
Betreff: RE: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

Thank you,

Mitchell

From: Karge Thomas [REDACTED]
Sent: Thursday, April 28, 2022 10:28 AM
To: Gallo Mitchell [REDACTED]
Cc: Sebastian Bätz [REDACTED]
Subject: AW: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

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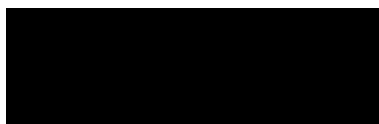
Hello Mitch,

I will check the questions and we will reply asap.

Regards
Thomas

Thomas Karge

Bundesstelle für Flugunfalluntersuchung
German Federal Bureau of Aircraft Accident Investigation



Germany

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Von: Gallo Mitchell [REDACTED]
Gesendet: Donnerstag, 28. April 2022 17:45
An: Karge Thomas [REDACTED]
Betreff: FW: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

Dear Thomas,

I had to reduce the size of this email so that it can be sent to you. I had the following questions for Continental below.

Thank you,

Mitch

From: Gallo Mitchell
Sent: Thursday, April 28, 2022 9:43 AM
To: [REDACTED] Barnes, Stan (FAA)
[REDACTED] Schluep, David M (FAA)
Subject: FW: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

From: Gallo Mitchell
Sent: Thursday, April 28, 2022 9:40 AM [REDACTED]
To: [REDACTED]
Cc: 'Paul Arakawa' [REDACTED]
[REDACTED] >; Barnes, Stan (FAA) [REDACTED] Schluep, David M (FAA)
Subject: FW: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

Dear Sebastian,

In regard to the this accident, I had several questions about the ECU data. Does the data show if the left engine decreased in power because the pilot claimed the left engine dropped in power after the right engine quit and what did the power decrease to. Does the data show any fault messages for the left engine?

Also, is the FFP bolt intended to be removed for any kind of engine maintenance or once its set the factory it is not to be moved?

Thank you,

Mitchell Gallo
Senior Aerospace Engineer
National Transportation Safety Board
Denver, CO
[REDACTED]

From: Gallo Mitchell
Sent: Thursday, April 28, 2022 8:51 AM
To: Paul Arakawa [REDACTED]
Cc: [REDACTED]; Barnes, Stan (FAA) [REDACTED]; Schluep, David M (FAA) [REDACTED]
Subject: RE: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

Here they are unzipped

From: Paul Arakawa [REDACTED]
Sent: Thursday, April 28, 2022 8:49 AM
To: Gallo Mitchell [REDACTED]
Cc: [REDACTED]; Barnes, Stan (FAA) [REDACTED]; Schluep, David M (FAA) [REDACTED]
[REDACTED] >
Subject: RE: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

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Hi Mitchell,
I can't seem to unzip the data files. I am working with IT to solve the issue. I'll get back to you asap.
Regards,

Paul Arakawa
Field Service Representative

[REDACTED]

[REDACTED]

From: Gallo Mitchell [REDACTED]
Sent: April 27, 2022 7:15 AM
To: Paul Arakawa [REDACTED]
Cc: [REDACTED]; Barnes, Stan (FAA) [REDACTED]; Schluep, David M (FAA) [REDACTED]
[REDACTED] >
Subject: Diamond N215BN Bellefontaine, Ohio; August 12, 2021

Paul,

The pilot said there was a loss of engine power on the left engine, statements attached. Attached is the downloaded data and I would like to know how much power decreased on the left engine, if that did happen. Also, does the data show why the left engine decreased in power? Also, can you confirm there were about 17 engine starts before the accident takeoff.

The left engine was serial number 03560.

Thank you,

Mitchell Gallo
Senior Aerospace Engineer
Denver, CO

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