

Williams Shaun

From: Howell, William J (FAA) <[REDACTED]>
Sent: Thursday, July 14, 2022 2:35 PM
To: Williams Shaun
Subject: Fuel Sump results- N478WT accident aircraft Rapid City, SD PA24-260.
Attachments: 20220714_075407.jpg; 20220714_075355.jpg; IMG_2132.JPG

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Shaun

Last night, (Wednesday 13, 2022) Beegles Aircraft arrived at the accident aircraft and lifted it up onto styrofoam blocks. Early this morning (Thursday, July 14) I took my Avionics counterpart (Todd Obritsch) out to assist in the sump draining of the 4 fuel tanks, through the center strainer drain. This Comanche has (left to right) an outboard Left Aux Tank, inboard Left Main Tank, inboard Right Main Tank, outboard Right Aux Tank. I pulled the belly panel at the fuel strainer drain from under the aircraft. Todd was in the cockpit and we verbally agreed on which tanks was selected so I could use the proper previously marked (per tank) quart mason jar. We agreed to start with the LH aux tank, Todd moved the fuel selector to LH Aux, I positioned the mason jar under the drain. Todd pulled the strainer drain to reveal no fuel at all. (bone dry) nothing even drained out from the strainer bowl. (maybe 2 ounce capacity). This tank reads under ¼ tank of fuel on the quantity gauge. We proceeded to LH Main, I held the jar and left main flowed blue 100 LL fuel normally. No water noted in the glass jar. We filled the jar over ¾ full. We moved to RH Main, pulled the strainer drain and pure blue 100LL filled the jar, no sign of water. Last tank is RH Aux, we pulled the drain and pure blue 100LL flowed into the jar with no signs of water. Three tanks drained normal. We returned to the LH Aux tank and pulled the drain and acquired maybe 2 ounces that had filled the strainer from the other tanks. But after maybe 2 ounces, it quit flowing any fuel.

Fortunately we were lucky enough to start with the dry LH AUX and proved there was not one drip of fuel in the LH aux tank and associated tubing. I took a bar and placed it in the LH tank as deep as I could reach and found no traces of fuel. The 3rd attachment to this email is the fuel quantity indication when selecting LH AUX.

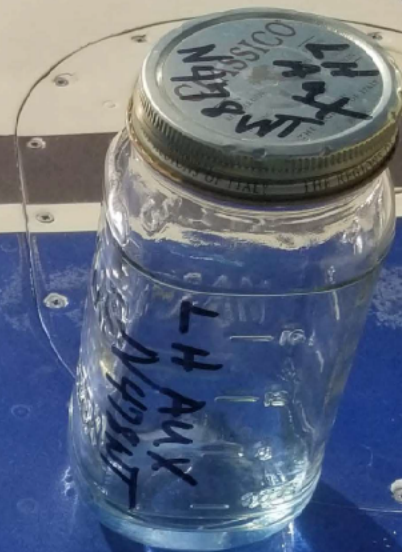
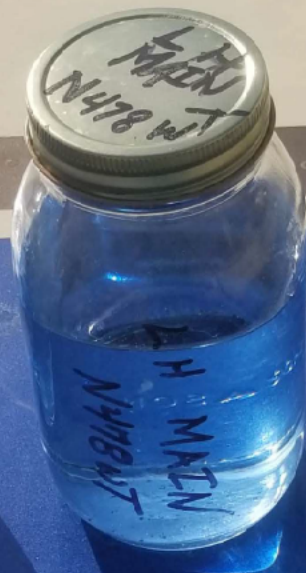
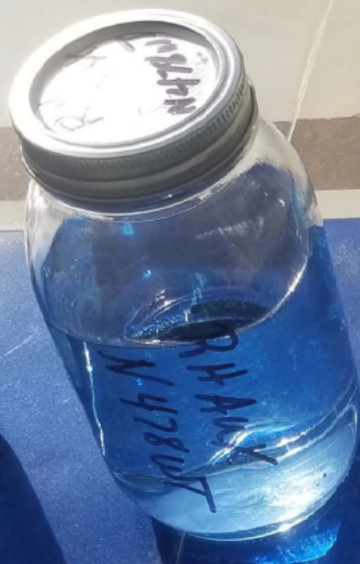
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